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12.45 p.m.	"	1.15 "	"	10 "
1.15 "	"	1.45 "	"	15 "
1.45 "	"	2.15 "	"	10 "
2.15 "	"	5.00 "	"	15 "
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All letters for publication should be written on one side of paper only.

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The Daily Press.

HONGKONG, JUNE 19TH, 1913.

THE collapse of buildings in Station Street involving the death of twenty-five persons and the injury of many others once again calls public attention to the danger which lurks in Heaven knows how many buildings in this Colony. It is by no means the first time within the last ten years that the Government has been told in the local Press that it is its bounden duty to make "the closest inquiries into the condition of every building, old and modern, and rigidly to condemn every one wherein there can be the least possible doubt as to its safe condition," but we recollect a statement being made in one of the Courts of the Colony a few years ago to the effect that if every wall with a crack in it were pulled down Hongkong would soon be demolished! Within the past twelve years residents have been made familiar by many cases in the Courts with the conditions responsible for calamities of this description. In the old days houses were erected without any adequate supervision by the Building Authority or the architects, and even in quite recent times we have had instances of the collapsing of houses within five years after they had been completed to the satisfaction of both the architects superintending their erection and of the Building Authority, who, in due course, after inspection, granted the necessary certificate for their occupation. That negligence has been shown both by the architects and by the Building Authority in granting such certificates is undeniable, but we have had it in evidence that unless an architect or his foreman, or the Government building inspector sits upon a building in course of erection, and tests every bit of mortar put into it by the Chinese contractor and watches closely the bonding of the brickwork it is impossible to guarantee the soundness of construction. Certificates have been granted in years gone by on a most superficial inspection of the completed building. Since the present Buildings Ordinance came into force in 1903, giving the building inspector the right to cut into a wall for the purpose of an examination, it is probable that the granting of certificates by the Building Authority implies a better guarantee of their soundness than was previously the case. Prior to 1903 there was only one building inspector for the whole of the Colony. In 1902 a great number of collapses occurred in the Colony owing to excessive rainfall and a typhoon, and two more building inspectors were added to the staff of the Public Works Department. In 1908 we had a typhoon which did more damage to building property in the Colony than had been done in the previous twenty years. Many lives were lost by the collapse of buildings, and coroner's juries in some cases brought in verdicts of manslaughter—in one case against an architect and in another against a builder. We had, too, a declaration by Chief Justice PIGGOTT that if the Government chose to make Ordinances providing duties for its Departments and did not supply any Department with proper officers to carry out those duties then there was negligence on the part of the Government and certain officials would be consequently liable, and it would be perfectly possible to bring home a verdict of manslaughter against any of them for neglecting to perform their duties! This is a view of the law which has not been put to the test. No doubt when the inquest comes to be held into the circumstances connected with the latest collapse, the question of negligence and responsibility will be investigated as thoroughly as in the previous cases to which we have referred. In the present case we gather that the houses were much older than those concerned in the calamities of 1908. We are not aware that any legal obligation rests upon the Government to institute the closest inquiries into the condition of every building in the Colony; which would need the constant employment of a whole army of building inspectors, for if the evidence given in previous inquiries proves anything it is that only by constant inspection and by a wholesale cutting into of walls is it possible to say that this or that wall is perfectly safe. Cases have been quoted in which the mortar used in one part of a wall was perfectly good, while in another part of the same wall it was found to be absolutely rotten. It is only fair to the Building Authority to point out that the annual reports of the Public Works Department show that the condemning of dangerous structures must form a by no means unimportant part of the Building Authority's duty. The Report for last year has not yet been issued, but turning to the Report for 1911 we find that notices relating to structures in a dangerous condition were served in no fewer than 330 cases, which affords some proof that when defects are brought to the notice of the Department either by the building inspectors or any member of the public, there is no neglect on the part of the Building Authority to cause investigation to be made and to take the action that the circumstances require.

A Chinese boy was drowned whilst bathing at the Aberdeen ferry wharf on Tuesday.

Five cases of plague, all fatal, were reported yesterday. The total for the year now stands at 146.

We are officially informed that there will be no meeting of the Legislative Council to-day.

Several of the persons who were injured in the collapse of the two houses on Saturday have now been discharged from hospital.

A Chinese, aged about 50, was knocked down by motor-car No. 31, in Queen's Road East on Tuesday, but his injuries were not serious.

There seems to be no limit to the daring and ingenuity of the Chinese thief. During Tuesday night a Chinese, with the aid of a long bamboo pole, extracted from a bedroom in No. 4, Blue Buildings, Praya East, a bed cover and a shirt, with sleeve links and studs.

M. Thomas, the Hongkong Agent of the Messageries Maritimes, left for Home on leave by the *Paul Lecat* on Tuesday, and M. Saint Clair de Bussieurre, who has been acting agent at Singapore, has arrived in Hongkong to assume charge here during the absence of M. Thomas.

A Night Aquatic Fete is to take place under the auspices of the Victoria Recreation Club on Saturday. A capital programme has been arranged and as the entries for the several events are very numerous, the Fête is expected to be a great success.

Lord Milner last month paid Sir Frederick Lugard the compliment of saying in a public speech that he belonged to a class of men to whom we owed it not only that we had acquired our vast tropical possessions, but to whom we owed it also that those territories had been a blessing and not a curse to us.

Old residents of Hongkong who remember Dr. Hartigan will be grieved to learn that he has lost one of his eyes. Dr. Hartigan was out hunting and received a scratch on the eye from a leaf or a twig. Not till about a month afterwards did the trouble become serious, and the eye had subsequently to be removed.

Mario Giuliano, 29, formerly a leather merchant's manager, at Hankow, and lately living in Bloomsbury, was found in Trafalgar-square, London, last month suffering from a bullet wound. He died in hospital. At the inquest Mr. Guido Clerici, a silk merchant, of Bloomsbury, said Giuliano had been trying to find employment. The deceased had been in financial straits, but was more worried about his father's suicide three or four years ago than about his financial troubles. The witness had received a letter from Giuliano which indicated that he intended suicide. A verdict of "Suicide during temporary insanity" was returned.

THE GOVERNORSHIP OF CANTON.

IMPORTANT CHANGES.

A Peking telegram states that Mr. Wu Hon Man, the present Governor-General of Kwangtung, has been appointed a Special Commissioner to proceed to Tibet with a view to a settlement of the existing political difficulties. Mr. Chan Kwai Ming, who was Mr. Wu Hon Man's predecessor in the Governor-Generalship of Kwangtung, has been appointed Military Governor of the Province, and Mr. Chan Chiu Sheung, the present Governor of Kirin (Manchuria) has been appointed Civil Governor of Kwangtung. Pending the latter's arrival Mr. Chan Kwai Ming has been directed to act as Civil as well as Military Governor of the Province.

On receiving news of his appointment Mr. Chan Kwai Ming wired to President Yüan Shih Kai asking permission to decline it, but this is regarded merely as "official etiquette." Mr. Chan Chiu Sheung is also reported to have made a similar request to the President, and it is stated that his reason for not wishing to take up the post is that he does not belong to the same political party as the general body of officials in the province, who all belong to Dr. Sun Yat-sen's party. The people of the province appear to welcome the appointments and numerous telegrams have been sent to both men begging them not to decline.

Mr. Wu Hon Man, it is stated, desires to hand over affairs to-morrow, if Mr. Chan Kwai Ming is prepared to accept office.

THE GERMAN CELEBRATIONS AT CANTON.

In celebration of the 25th anniversary of the Accession of the German Emperor William II., the German community at Canton attended on Sunday the 15th a thanksgiving service held in the church of the Berlin Mission, opposite Shameen. The official recognition of the occasion took the form of a reception at the German Consulate in Canton on Monday the 16th, which was attended by the Foreign Consuls and the members of the German Colony, with their ladies, as well as by a large number of well-known residents, numbering in all more than two hundred. At noon Consul Dr. Roessler, in a few well-chosen words, proposed the toast in honour of His Majesty William II., which was heartily responded to. The British destroyer *Otter* then saluted the German flag in honour of the day. In concord with the wishes of His Majesty, the German community had refrained from any other festivities, but instead had made arrangements to bring together a fund which shall serve national purposes.

THE BRITISH SQUADRON IN CHINA WATERS.

We learn that H.M.S. *Yarmouth* will be leaving England in August to relieve H.M.S. *Flora*, which will proceed to England.

H.M.S. *Triumph* will leave England at the end of August, to relieve the *Tamar* and will also bring out reliefs for H.M.S. *Merlin* and *Rosario*.

H.M.S. *Monmouth* will be proceeding direct to the West Indies station to join the Fourth Cruiser Squadron.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE SUFFRAGETTE CONSPIRACY TRIAL.

SEVEN PRISONERS SENTENCED.

LONDON, June 18th.

The Suffragette Conspiracy trial at the Old Bailey has been concluded, and the women have been sentenced as follows:—Miss Kerr, 12 months; Misses Lake and Lennox, six months; Miss Barrett, nine months; Miss Sanders, 15 months; Miss Annie Kenney, 18 months. The chemist, Clayton, was sentenced to 21 months' imprisonment. All the prisoners will be confined in the third division, and each will have to pay a seventh of the costs of the prosecution.

WOMAN SUFFRAGE.

CHINA ADMITTED TO MEMBERSHIP OF INTERNATIONAL CONGRESS.

LONDON, June 18th.

China has been admitted to membership of the International Women's Suffrage Congress, sitting at Buda Pesth. An announcement to this effect was accompanied by the presentation of the Chinese Suffrage banner to the Congress, amidst great enthusiasm.

THE WHEELER CASE IN JAPAN.

LONDON, June 18th.

In reply to Sir Mark Sykes in reference to the recent case in which W. A. Wheeler, of Messrs. Genz, Wheeler, & Co., of Leicester, was sentenced in Japan to four years' imprisonment on a charge of obtaining £10,000 by selling obsolete knitting machines above their value in Japan, Sir Edward Grey said—As the case, which is one of considerable difficulty, is subject to appeal, I would rather not express an opinion on the judgment at present. It will, however, be carefully watched.

THE DERBY SENSATION.

LONDON, June 18th.

It is understood that an application will be made to Mr. Justice Eve in the Chancery Division on Friday that Messrs. Weatherby and the owners of horses placed after the objection to Craganour be restrained from parting with or receiving any part of the Derby Stakes.

ENGLISH TURF.

LONDON, June 18th.

The Ascot Stakes were run for on Tuesday with the following result:—

Rivoli	1
Catmint	2
Junior	3

Twenty-two ran. Winner won by a length, a length and a half separating second and third.

Betting: 100 to 7 against Rivoli, 100 to 6 against Catmint, and 100 to 8 against Junior.

A METROPOLITAN POLICE APPOINTMENT.

LONDON, June 18th.

Mr. Basil Thomson, Secretary of the Prisons Commission, has been appointed to succeed Sir Melville MacNaghten as Assistant Commissioner of the Metropolitan Police.

THE DECLINING BIRTHRATE IN FRANCE.

PARIS, June 18th.

Statistics which will appear shortly show that the birth-rate in France for 1911-12 was the worst for 115 years.

FRENCH AVIATOR'S BRILLIANT RECORD.

ST. PETERSBURG, June 18th.

M. Moulinais, the French aviator, has arrived here, completing a wonderful flight from Paris to St. Petersburg. The last stage of his journey was against half a gale. He intends to return to Paris *viâ* Helsingfors, Stockholm, and Copenhagen.

THE AUSTRALIAN NAVY'S NEW COMMANDER.

LONDON, June 18th.

The Commonwealth Government has appointed Rear-Admiral Patey to the command of the Australian Fleet.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE GOVERNORSHIP OF CEYLON.

SIR ROBERT CHALMERS APPOINTED.

LONDON, June 18th.

Sir Robert Chalmers, K.C.B., formerly Chairman of the Board of Inland Revenue, and now Permanent Secretary of the Treasury, has been appointed Governor of Ceylon. Sir Robert was Secretary to the Indian Currency Committee in 1898-9.

[A telegram a short time ago reported that it was probable that Mr. Harold Tennant, M.P., would receive the appointment—ED.]

MINISTERS AND MARCONI SHARES.

LONDON, June 18th.

The Cabinet considered the procedure to be adopted in the Marconi debate, after which Mr. Asquith announced in the House of Commons that he did not propose to put down a Government motion regarding the Marconi report.

It is presumed in the Lobby that the Government will either meet the Opposition with a direct negative or support some resolution from a member of the Liberal back benches.

It is reported, however, that there may be no division after the explanations of Sir Rufus Isaacs and Mr. Lloyd George.

WIDESPREAD CONSPIRACY IN TURKEY.

WHOLESALE ARRESTS.

CONSTANTINOPLE, June 18th.

The Police state that they have unearthed a widespread conspiracy to overthrow the Government by assassinations. Many leading men have been arrested, also the thirty men who had been appointed to murder Shefket Pasha, Talaat Bey, Djemal Bey, and Aszmi Bey, all of whom are Young Turk leaders in the Cabinet.

THE BALKAN NEGOCIATIONS.

LONDON, June 18th.

Bulgaria has consented to the Servian proposal to demobilise the troops on the frontier to one fourth, but stipulates that the disputed territory in Macedonia be occupied by the Servian and Bulgarian troops in equal numbers until the Tsar has delivered the arbitral award.

Servia, Greece, and Montenegro have accepted Russia's invitation of a meeting of the Premiers of the Allies at St. Petersburg.

BELGRADE, June 18th.

The King has refused to accept the resignation of M. Pasics, and consequently the latter continues his policy.

THE ULSTER SCARE.

LONDON, June 18th.

A case of rifles and bayonets was seized on a steamer at Londonderry.

LATER.

The Irish police have seized four large cases of rifles and bayonets arriving by steamer at Drogheda.

WELSH DISESTABLISHMENT.

LONDON, June 18th.

The Welsh Disestablishment Bill passed its second reading in the House of Commons by 357 votes to 258.

OBITUARY.

LONDON, June 18th.

The death is announced of the Rev. Samuel Augustus Barnett, Canon of Westminster since 1906.

STEAM TRAFFIC THROUGH YANGTSZE RAPIDS.

Mr. Acting Consul Hewlett, in his report for 1912 on the trade of Ichang says:—

The steamship *Shutung* of the Szechuan Steam Navigation Company, which runs between Ichang and Chungkiang, completed 35 round trips since she first started in 1910. This wonderful record completely vindicates those who have consistently claimed the feasibility of steam traffic through the rapids, swirls and whirlpools which render navigation between Ichang and Chungking so dangerous. It must be conceded, however, that the result is almost entirely due to the skill and intrepidity of Captain Plant, master of the *Shutung*, whose 12 years' experience of the river, command of the Chinese language, patience under exceptional difficulties not only from the rapids but from being supplied only too often with indifferent coal, and complete accord with his Chinese crew, all combine to enable him to combat with success the countless difficulties which beset his path. The owners of the steamship *Shutung* intend placing another steamer on the run, but it is extremely doubtful whether she can be completed in the United Kingdom in time to begin work in 1913, and it will probably be April, 1914, before she starts running. The first trip of the steamship *Shutung* from Ichang to Chungking was on May 1.

THE MAGISTRACY.

MURDER CHARGES.

Kan Chai was charged before Mr. F. A. Hazeland with the murder of Kan Hop, on Jubilee Road, between Saturday night and Sunday morning. The case was remanded for a week.

Four men were charged before Mr. Melbourne with the murder of Chan Ying Hui at the Central Market on the 27th May, in the course of a fight.

Mr. J. H. Gardiner defended, and the case was remanded.

A GREAT "HANDICAP."

A man named John Allen was charged before Mr. C. D. Melbourne yesterday with being drunk and disorderly in Wellington Street. Defendant, who denied being drunk, said he had a sore leg, and had frequently to sit down. His Worship—Your leg was sore when last you were up here. Defendant—Oh, no, it was not.—He was fined $5 or 14 days in default.

THE CLOWN AND THE COOLIE.

Stefan Dumitresco ("Rococo," of the Hippodrome Circus) was charged with acting in a disorderly manner in Pedder Street on Tuesday afternoon. Inspector McDonald said the defendant had some trouble with a riesha coolie, and would not behave himself when asked to do so by the police. He had to be taken to the station by P.C. Doddington. Defendant, who was on bail of $5, did not appear, and the bail was ordered to be estreated.

"A BAD PRACTICE."

Before Mr. F. A. Hazeland at the Magistracy yesterday, a Chinese was charged with removing a number of bottles of liquor from his bonded warehouse without paying the duty.

Mr. W. B. Hind (of Messrs. Brutton & Hett) appeared for the defence.

Mr. Hind said he pleaded guilty. No liquors that were stored in a bonded warehouse could properly be removed without a permit, granted, of course, on the payment of the duty. The defendant had been in the habit—an improper one, he must admit—of sending liquor from his licensed warehouse, and then asking during the morning for permits in a lump. There was no attempt to defraud the revenue in any way, because defendant was always liable to pay for any deficiency found.

His Worship—It is a bad practice.

Mr. Hind—I have told him so.

Inspector McKenzie said defendant first of all got duty-paid liquors out on the 7th, and on the 13th he (the Inspector) went there to check some of his stock. He told him that he thought he had been selling a lot of beer, and that he would go through the beer. Defendant later said he was very sorry, but he had taken several things out and that his stock would not correspond. The amount of the duty was $64.99. Witness agreed with his Worship's suggestion that defendant would have been detected eventually, unless he had some means of mixing things up that they had no knowledge of.

Mr. Hind—I am informed that the same thing is going on frequently in the Colony.

His Worship—That does not improve your case. (Laughter.)

Mr. Hind—No; it only shows to what extent this practice has been springing up.

Defendant was fined $75, or in default one month's imprisonment.

THE HIPPODROME AND CIRCUS.

Capital performances continue to be given at the Circus.

To-night the performance will be in the nature of a benefit for the popular touring manager of the Company, Col. Bob Love. A first-class programme is promised, and doubtless the general public will gather in large numbers as a compliment to this veteran of the ring.

The management is to be congratulated on its practical interest in local sport, as evinced by the offer of a handsome trophy to the winner of the 100 yards swimming race at the Victoria Recreation Club. The trophy will be presented by Mr. K. Bysack at the Circus on Monday, when the programme will again be changed.

The Hippodrome will leave for Canton at the end of the month.

LAWN BOWLS.

The first match played so far in connection with the open championship took place last night between A. Ramsay (Kowloon) and R. Duncan (Civil Service), the former winning by 21 points to 18, drawing the winning shot when his opponent lay game.

The first authentic and official report of the American Government's investigation of the Friedmann tuberculosis vaccine, declares the results of the Public Health Service observations so far do "not justify that confidence in the remedy which has been inspired by widespread publicity."

SUPREME COURT.

Wednesday, June 18th.

IN CRIMINAL JURISDICTION.

BEFORE THE PUISNE JUDGE (MR. J. H. KEMP).

ATTEMPTED ROBBERY.

Cheung Hing Yau pleaded not guilty to being concerned with others not in custody in an attempted robbery in a house in Victoria on the 20th May. Mr. P. M. Hodgson, Crown Solicitor, prosecuted.

The following jury was empanelled:—Messrs. W. L. Weaser, J. Tully, V. A. Pinna, K. Luring, A. R. Uschmann, H. Hartsam, and R. J. Judah.

Mr. Hodgson explained to the jury that prisoner with four or five others went to a house, No. 21, Burd Street, in broad daylight and attempted an armed robbery. Prisoner and another man proceeded to the top storey, knocked at the door, entered, and told the man who occupied the flat that they had brought medicine for his little boy who was sick. The man replied that he did not want their medicine, whereupon the intruders attacked the man and his concubine with knives and threw pepper in their eyes. A disturbance followed, and the people in the floor underneath hearing the noise blew a police whistle. The robbers attempted to escape, but in their hurry they rolled downstairs. The man who lived in the top floor went after them and caught the prisoner, who escaped but was subsequently arrested by a district watchman.

After hearing the evidence, the jury returned a verdict of guilty, and prisoner was sentenced to five years' hard labour and twelve strokes with the "cat."

Yeung Chau was indicted on a similar charge.

Mr. Hodgson, who prosecuted, stated that prisoner had admitted going to the house but did not rob. However, it was not necessary for the prosecution to prove that there was any intention to rob on his part provided they proved that the other man intended to rob. On the afternoon of the 17th May prisoner and another man entered a house at 25, Peel Street and represented that they had come to repair the electric light. They fooled about the light for some time, and then left, returning in about ten minutes. Then they attacked the inmates, threatened them with knives, gagged and bound them. Somebody in the house hearing the commotion blew a police whistle, and the robbers became frightened and bolted. Prisoner was arrested by a district watchman, who actually saw him run out of the house.

Prisoner was found guilty and sentenced to five years' hard labour and 12 strokes with the "cat."

BEFORE HIS HONOUR THE CHIEF JUSTICE (SIR W. REES DAVIES, K.C.).

ALLEGED MANSLAUGHTER.

Wong Nam and Lai Fuk were arraigned on a charge of manslaughter and attempting to procure an abortion.

Prisoners pleaded not guilty, and the following jurors were sworn:—R. A. P. Drew (foreman), E. W. White, H. P. Collis, F. M. Garcia, H. F. Barros, A. W. Walmsley and A. E. W. Dunrich.

The Attorney-General (Hon. Mr. J. A. S. Bucknill, K.C.), who was instructed by the Assistant Crown Solicitor (Mr. G. A. Woodcock), stated that the prisoners were charged firstly with manslaughter, and secondly with procuring the abortion of a Chinese woman. The story he would have to tell, and which he would endeavour to support with evidence, was one which was not very common. The accused woman was the adopted mother of a girl who was a prostitute, and they lived together at Yaumati. The second accused was what one might perhaps call "a wise man." Apparently this prostitute found or suspected she was pregnant. She told her mother and the accused what her suspicions were, and her adopted mother and the second accused gave the girl some medicine. It was only right that he should say that three of the compounds of this medicine were quite harmless, but the fourth was a very deadly poison. Nothing much seemed to be known about the properties of this poison, which was called Japanese aniseed. There was a Chinese aniseed rather largely used in Chinese medicine which was quite harmless, whilst the Japanese aniseed, which was very difficult to distinguish from the Chinese, was a poison which affected the nerve centres and often caused death. It was possible that this drug may have been mistaken for Chinese aniseed, and it was possible that it may not have been. However, the effect of the decoction was that the woman was seized with violent vomiting, a doctor was sent for, she was taken to the hospital, and the Attorney-General thought he was right in saying she was dead before she got there.

The jury found both prisoners guilty, and the man was sentenced to three years' imprisonment and the woman to two years.

ALLEGED ABDUCTION.

A man and a woman were charged with abducting a girl under 16 years of age and the man was charged with defiling her. The Attorney-General prosecuted.

The following jury was empanelled:—Messrs. W. G. Worcester, J. D. Watt, H. C. Joass, J. H. Underwood, F. W. Pfaff, H. S. Playfair, and T. Hill.

After the evidence of the girl had been taken, the hearing was adjourned.

THE BAR OF RACE.

A GRAVE INTERNATIONAL ISSUE.

(BY SIR VALENTINE CHIROL IN "THE TIMES.")

The gravity of the situation arising out of the Alien Land Bill passed by the Californian State Legislature may be measured both by the pressure applied from Washington to prevent its enactment and by the popular resentment aroused in Japan. It threatens to force to a definite issue a question which diplomacy has hitherto been at pains to elude by a series of skilful compromises, and it does so just at a time when the centre of political stability in Japan is shifting rapidly away from the small group of experienced statesmen who have hitherto controlled the national forces.

The primary object of Japan is to protect the material interests of Japanese settlers, whose right to hold the properties they have acquired and developed on American soil is seriously threatened by legislation which, if enforced in California, may not improbably be adopted in other States of the American Union. The ultimate issue involved is, in fact, whether Japan, who has made good her title to be treated on a footing of complete equality as one of the Great Powers of the world, is not also entitled to rank among the civilized nations whose citizens the American Republic is ready to welcome, subject to a few well-defined exceptions, within its fold whenever they are prepared to transfer their allegiance to it; or whether her people are to be individually subjected to the disabilities imposed upon Asiatics collectively, whose lower plane of civilization is held to justify their exclusion from the enjoyment of rights freely accorded to all those who come with European credentials. Such an issue, whether it be raised in Law Courts or through diplomatic channels, will have to be met and dealt with on equally broad grounds.

HOW THE CASE CAN BE ARGUED.

Probably the majority of Japanese immigrants are superior to many at least of the ignorant and squalid mass of Slovaks, Ruthenians, Russian and Polish Jews and others who swarm over every year from Eastern Europe to America, and whose absorption and assimilation, as thoughtful Americans themselves recognize, are beginning to constitute a very formidable problem, both social and political. If the right of naturalization is to be denied to all Japanese, it cannot be on the ground that every Japanese is personally more undesirable as a citizen than any European.

A colour bar cannot very logically be pleaded as in itself prohibitive by a State which within living memory waged the greatest civil war of modern times in order to establish the claim of American negroes to equal rights of citizenship with the white population of the Republic. Then, again, the number of mixed marriages between Japanese and Europeans is, no doubt, still very small, but it is increasing, and it would be easy to name several Japanese in high positions who have set the example. Could the colour bar be maintained also against the offspring of such unions? Even less can religion be an operative bar, for there are already considerable Christian communities in Japan, and Japanese Christians are to be found in no small number among the middle and upper classes.

Nor could any educational bar be sustained. There is no branch of science or art or letters in which the Japanese have not shown themselves capable of acquiring proficiency, while in some they have already earned conspicuous distinction.

THE JAPANESE RACE.

The bar of race would therefore seem to be the only one which could be plausibly maintained. The Japanese rank as an Asiatic race, and if there is no room for any Asiatics in the wide fold of American citizenship there can therefore be no room for Japanese. Though the Japanese display characteristics which no other Asiatic race possesses in anything like the same degree, if at all—*e.g.*, thoroughness and method, great organizing ability, in fact, "the infinite capacity of taking pains," and above all the spirit of patriotism and self-sacrifice—Japan has been too long bound up with Asia by geographical propinquity and by the traditions of her own ancient civilization to repudiate her Asiatic descent.

The question which she may raise with much greater propriety is whether her Asiatic descent is permanently to disqualify her for the enjoyment of the full rights freely accorded to one another by the great nations into whose comity she has already gained entrance on a footing of complete political equality. Her argument would presumably be:—"Modern civilization is not a matter of longitude or latitude, of race or of creed. Japan has based upon it her laws and institutions; she has conformed her national life to it. In so far as the term Asiatic connotes active or passive antagonism to the influences of modern civilization, Japan has ceased to be an Asiatic nation."

THE GREATEST EVENT OF OUR TIMES.

Could the case of Japan be argued on those broad lines before an absolutely impartial tribunal it would open up a page without a parallel in the history of the world. It is in regard to the events of our own times that we are most apt not to see the forest for the trees. Otherwise it would surely be more generally realized that for human interest, for the influence it must exercise upon the future of the human race as a whole, no event which has happened within our own generation can compare with the rise of Japan. . . . For within 50 years a nation which is neither Occidental, nor White, nor Christian has for the first time taken its place alongside the nations who pride themselves on being Occidental and White and Christian, as one of the Great Powers of the world. Her example, too, has fired the imagination of the whole of Asia. Other Asiatic peoples may lack more or less entirely the national energy and discipline and the many other peculiar qualities to which Japan owes her exaltation; but, for better or for worse, they have at least been aroused from their coma. Though perhaps none may be capable of following in her footsteps, she has all the world over shaken the fatalistic acquiescence of other races in the white man's claim to pre-eminent dominion. The earth has ceased to be his inalienable inheritance. That is the phenomenon that invests the emergence of Japan with a significance which transcends all other phenomena of contemporary history.

JAPANESE ADAPTABILITY.

Even those who have great faith in the future of Japan must admit that so rapid and profound a transformation as her national life has passed through, and has yet to pass through before her future can be regarded as fully assured, is by no means free from peril. She has been and is still putting new wine into old bottles with an extraordinarily bold hand. Fortunately the old bottles were finely made, and the civilization of old Japan has proved far more adaptable than it would seem at first sight to the modern civilization which new Japan has imported from the West—perhaps because the Japanese have always possessed the gift of discriminating eclecticism. Since she first determined some 50 years ago to steer her course by new compasses, she has never gone seriously wrong. Time and again she has subjected the growth of her new vitality to the severest tests, and many on each occasion have been the prophets of evil among her detractors; but on each occasion the event has belied their predictions. Are similar predictions more likely of fulfilment now that the great era of *Meiji* has come to an end?

THE OPENING OF A NEW ERA.

When the Emperor Mutsuhito died last summer it was felt that with him passed away not merely a great and wise ruler whose reign covered half a century of national renascence and successful effort, but the controlling influence of the whole generation which, under his august auspices, had made the new Japan. The tremendous and in the main peaceful revolution which synchronized with Mutsuhito's accession to the Throne is known in the annals of Japan not as a revolution, but as "the Restoration," because it was around the revival of the ancient Imperial authority that, on the abdication of the Shogunate, all the progressive forces rallied to evolve a modern nationhood. Throughout Mutsuhito's reign the Imperial authority remained the dominant factor in the State. So long as the Emperor Mutsuhito lived, though the influence of Parliament and the cohesion of political parties gradually increased, the Emperor and the group of Elder Statesmen who continued to enjoy his most intimate confidence remained in fact supreme.

Within six months of the late Emperor's death this order of things had already passed away. Though the Cabinet formed by Admiral Count Yamamoto represents something of a compromise, the Tokyo correspondence of *The Times* has clearly shown how long and how swift a stride Japan has made towards genuine democratic government.

DEMOCRACY AND NATIONAL SENSITIVENESS.

Thus before the new era of *Taisho*, or righteousness, is even a year old Japan has already entered on another great experiment which in the lifetime of Emperor Mutsuhito would have been almost unthinkable. The whole era of *Meiji* belonged essentially to the *Samurai*, with whom the feudal spirit, with its many chivalrous qualities, survived long after feudal institutions had been swept away. With the immense expansion of Japanese commerce and industry—the inevitable economic corollary of the translation of the old *Samurai* spirit into modern terms of costly battleships and army corps—there has grown up a new middle class such as never before existed in Japan. It includes not only merchants, manufacturers, and financiers, but members of all the intellectual professions which minister to the manifold requirements of a more complex social organization. Recruited partly from the *Samurai* and partly from the lower classes, its interests are necessarily more material, its instincts more democratic. It does not follow that it will be less patriotic, though its patriotism may assume less quixotic forms. Anyhow, it will, for better or for worse, probably seek closer contact with the Western world. Whether, under the temptations of such closer contact with the love of wealth and luxury which prevails throughout the Western world, the younger generation may not sacrifice too much of the Spartan simplicity and self-sacrificing endurance upon which its elders prided themselves, many thoughtful Japanese themselves entertain grave doubts. One thing, however, seems certain—namely, that the more popular the form of Government grows to be in Japan, the more will her rulers be compelled to insist on the full recognition of her position among the nations of the world. A democracy has a peculiar sensitiveness of its own in regard to all questions of national dignity, and for many reasons it will be more acute in a Japanese than in a Western democracy. Such questions as have already arisen in the United States and in some of our own dominions with regard to the rights of Japanese subjects would have been far more difficult to settle by amicable compromises had they been dealt with at Tokyo by party leaders in a full blaze of Parliamentary limelight, and not, as has hitherto been possible, by a few experienced statesmen assembled in the cooler atmosphere of the Emperor's own Council-room.

The fact that Japan seems to be rapidly advancing towards standards of Democratic Government, hitherto exclusively associated with the West, may be held by many to strengthen her claim to full equality of treatment by all Western nations. But on the other hand, if her claim be denied, it will be all the more difficult to restrain the passionate outburst of popular feeling in Japan.

BOMBAY STOCK OF SILVER.

We subjoin extracts taken from Messrs. Mocatta & Goldsmid's circular dated May 23:—

The price of silver, which was 28 1-16d. on the date of our last circular, remained at about that level till the 21st inst., but there has since been a rather decided fall, and we quote to-day 27⅝d., with an uncertain tendency. This fall is almost entirely due to re-sales by China, which in view of the very successful floating of the Chinese loan took the market by surprise and inspired speculators both in India and London with a nervous feeling. The market at the moment seems to be a waiting one, and the next movement very undecided, but at about this level India appears more disposed to buy and we hardly expect much further fall. The P. & O. steamer this week takes £170,000 to Bombay, where the stock is now reduced to £825,000, which is lower than it has been for some time.

NEWS AND NOTES.

THE CENSUS OF IRELAND.

A paper read by the Registrar-General for Ireland, Sir William J. Thompson, on "The Census of Ireland, 1911," at the Royal Statistical Society showed that, save in one respect, the condition of Ireland has improved during the ten years since the previous Census. The decline in the population was the smallest on record. There had been a decrease in the number of emigrants; and the death-rate had also fallen. As regards houses, there had been an increase in number and a general improvement in the accommodation. Poverty had decreased. The only exception was the increase in lunacy. The number of insane, which was 14,098 in 1861, rose to 25,050 in 1901 and to 28,437 in 1911. There are now 1,003 females to every 1,000 males in Ireland.

WILL OF CAPTAIN SCOTT.

The will has now been proved in London of Captain Robert Falcon Scott, R.N., C.V.O., D.Sc., F.R.G.S., described as "of 174, Buckingham Palace-road, S.W.," leader of the British Antarctic Expedition, who is stated in the words of the grant to have "died on March 29th, 1912, in the Antarctic Regions." His estate is valued for probate of the gross value of £3,231 12s. 3d. "as far as at present can be ascertained," and it is stated that there are no deductions from this amount in estimating the net value of the personal estate. Capt. Scott left all his securities deposited with Messrs. Woodhead, of 44, Charing Cross, upon trust for his mother, Mrs. Hannah Scott, for life, with remainder to his wife, and he left all other his property to his wife absolutely.

GERMAN TRADE COMPETITION.

There is an astounding difference, remarks a London paper, between the British and the foreign tenders for the new lock-gates and swing bridge required by the Port of London Authority. When the lowest offer from within the United Kingdom is £51,000, and a Continental firm is prepared to do the work for £34,000, a public body can scarcely feel warranted in giving that preference to home industry which one would always like to see exercised where it is at all possible. In this case it would have been equivalent to a tariff of 50 per cent.—which no Tariff Reformer, of course, contemplates. But the ability of the German contractors to undersell us to this extent in our own markets, adds our contemporary, is a sufficient comment on the legend that Protection cripples a country's export trade.

WAGERS ON THE POLO MATCH.

A New York dispatch on the 18th ult. stated:—"A million dollar (£200,000) game" is the prediction of enthusiasts who have begun to bet in earnest on the result of next month's polo games in which the British polo team hopes to wrest the International Polo Cup from its American holders. The contest promises to establish a record in aggregate wagers. So far as can be ascertained £20,000 has been offered within the last few days on the American chances of success, and apparently there is no lack of English acceptances. Several Wall-street brokers are making wagers for sportsmen in London and the Midlands. The odds, which were 2½ to 1 on America, were reduced to 1½ to 1 when it became known last week that Mr. Devereux Milburn, the famous American back, had met with a mishap. Now that Americans have had an opportunity of examining the English ponies (which have defeated a scratch team) the betting is even.

NEW ITALIAN LAKES TO BE FORMED.

The Italian Government is promoting a colossal undertaking. Three huge artificial lakes are to be constructed in the granite mountain range of Sila, better known as Aspromonte, which lakes, besides irrigating a vast stretch of tableland, will furnish 150,000-horse-power electricity for industrial purposes in Calabria and Apulia, practically the whole of the heel of Italy. Another rather similar reservoir is being created in Sardinia in a malarious region bordering the Tirso River, which is destined to drain about 50,000 acres of marshland and store up 330,000,000 cubic metres of water. It is expected there will be sufficient surplus power to provide electric light and traction for all the zinc, copper and silver mines throughout the island. Private companies engaged in the task will enjoy special grants and privileges from the State, into the hands of which the entire plant will pass gratuitously after 60 years' concession. In the meantime the Government has the right to be supplied with all requisite power for public services at cost price. The estimated outlay on the project is about four millions sterling. Commendatore Ruini, Director-General of Public Works for South Italy, has stated that he has actually on hand improvements the expenditure upon which totals 15½ million pounds.

ALEXANDRA DAY.

The celebration of Alexandra Day in London on Wednesday, June 25th, will assume the character of a floral festival. Apart from the general wearing of wild roses, which the promoters believe will be even more extensive than last year, when the movement was started, there are indications that public buildings, business establishments, and private residences will be adorned with flags and floral devices, and arrangements are being made for a procession of decorated vehicles through the principal London streets. The demonstration will be a manifestation of London's regard for Queen Alexandra and an expression of gratitude that she has been spared to celebrate the 50th anniversary of her landing in Great Britain. Her Majesty has taken a keen personal interest in the preliminary preparations, and has approved the idea that a wild rose made by Mr. Groom's crippled girls shall be the recognized emblem for the day. Out of every penny received from the sales more than three farthings will directly benefit charities in which Queen Alexandra is interested, while the cripples engaged in making the flowers will enjoy a steady income for several months. At present 300 of the cripples are making Queen Alexandra's roses, four millions of which have been ordered for the country alone. The flower sellers will be dressed in white, with wreaths of wild roses on their hats. Already 40,000 of these wreaths had been ordered by the 23rd May.

FATHER VAUGHAN ON HIS AMERICAN TOUR.

Speaking in the Queen's Hall, London, last month on "What I saw and said in the States," Father Bernard Vaughan, who received an enthusiastic reception, said that Sir Henry Irving was reported to have said to him that "I am glad you have taken to the Church instead of the stage, else my occupation would have gone." Father Vaughan took his interested audience from the Hudson to Klondyke, and from San Francisco to the snow-clad Rockies, and described how he had preached and lectured in the "glory holes" of Pacific liners, in gold, copper, and coal mines, in lumber camps, and cattle ranches, and gave his experiences on a wrecked train and a ship that ran ashore. In the latter exploit the ladies on board rushed to him exclaiming, "Shall we be saved?" which drew the reply, "That depends upon yourselves; I have the best authority for saying that Heaven is just as easily reached by water as by land," though they seemed to doubt it.

PARIS OPERA HEARD IN LONDON.

In consequence of the co-operation of the French and British telephone authorities it was possible last month to sit in the saloon of the Electrophone Company in Gerrard-street and listen to the singing at the Paris Opera, while similarly in Paris people were hearing the performance at Covent Garden. It is true, says *The Times*, that owing to the difficulty of retaining possession of the trunk lines only brief snatches of *Faust* were to be heard, and for the most part the instruments repeated strains from London theatres and music-halls. But sufficient was heard to prove the practicability of transmitting music from Paris to London, and though the sounds were less in volume than those which came from places a few hundreds of yards distant, they were not less distinct. This achievement has been rendered possible by means of technical improvements which have been introduced in the construction of the lines, in particular the adoption of "loading."

VICE IN NEW YORK.

A report on the social evil has been published by the Bureau of Social Hygiene. The bureau, which is a permanent organization for investigating conditions of vice, was the outgrowth of the findings of the Rockefeller "white slave" grand jury, and Mr. John Rockefeller, jun., is the chairman. The great growth of vice is attributed to an organized traffic and "to persistent cunning and unprincipled exploitation." The census of the bureau enumerates far more resorts of vice than the police have reported. The total number of all kinds in Manhattan is given as 1,606, while 15,000 professional immoral women are said to be plying their trade there. The report, which it is claimed is the first accurate and disinterested picture of the actual conditions ever presented here, makes no attempt to fix the responsibility for the conditions, and contains no recommendations for their alleviation, although the bureau, it is understood, expects to suggest a comprehensive plan later.

WHAT CHINA READS.

JOHN STUART MILL PREFERRED TO SHAKESPEARE.

According to the recent report of a society for the propagation of Christian literature in China, sundry English works have been translated into Chinese during the past twelve months. This bald statement, however, affords but a circumscribed view of the progress of English authors in a Chinese dress among the literati of the Flowery Land, says a writer in the *Pall Mall Gazette*, which gives the views of a Chinese gentleman resident in London on the subject. According to this authority one of the most widely-read authors is John Stuart Mill, in the translation by Dr. Yen Fuh, the scholarly style of which appeals to Chinese readers of fine taste. Adam Smith is another British economist whose works are read in China, and Montesquieu's "Esprit des Lois" is a French classic that has also met with extensive favour there.

"Is Shakespeare read much in China?" was a question put.

"Not much," was the reply. "He is very hard to translate, and, besides, he is not needed in China. His philosophy is not new. Confucius was before him," was the Chinese argument.

"Then Shakespeare stands in somewhat the same relations to Confucius as Goethe confessed he did to Shakespeare—if Shakespeare had been a Chinaman he would have had nothing to say, because Confucius had said it all before him?"

"Exactly," was the answer.

Herbert Spencer's work on education has been translated, but not by a well-known scholar, and unless this is the case with a book there is not much hope for its wide diffusion among educated Chinese, who are particular on the point of scholarship.

"Are Byron, Scott, Dickens, or Thackeray read in Chinese?"

"No, they possess no power of appeal to the Chairman. Another book that failed in China was 'Three Men in a Boat.' The works that have the widest circulation are students' science texts, books in which the matter rather than the manner is the chief object."

Many works read in China reach that country through Japan. The language of both countries originally was the same, but the Japanese have introduced a phonetic rendering in place of the old symbols. When used the new system commonly is placed side by side with the old, but the latter is being gradually eliminated. The Chinese, it appears, are trying likewise to evolve phonetic characters for writing.

"The present ideographs take boys about eight years to learn," observed this authority.

Questioned as to the prevalence of French or German literature in China, he said: Few Chinese know French. Some are acquainted with German, and knowledge of it is increasing. Of course, the Bible, together with hymns and devotional books, is extensively read. As to Confucius and Christianity, the latter is the more ideal, the former the more practical, religion. That is why it is suited to the Chinese."

INTIMATIONS

SPOTS ON FACE ITCHING DREADFUL

Also on Hand, Some Blackheads. Others Opened Like Scurf. Could Not Sleep or Eat. Cuticura Soap and Ointment Cured in 3 Weeks.

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Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

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Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

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All correspondence in strict confidence—
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Hongkong, 19th June, 1913. [805

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No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 18th June, 1913. [804

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE TRANSFER BOOKS of the above Company will be CLOSED as from the 18th inst. to the 8th July, 1913, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, 18th June, 1913. [803

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COMPETENT CHINESE TYPIST. Good Handwriting and through Knowledge of English indispensable.

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SKILLFUL, Safety in the General or Electric.

MISS MORITA,
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Hongkong, 8th May, 1913. [652

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IN THE MATTER OF THE COMPANIES ORDINANCE No. 58 OF 1911,
AND
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(IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of the Members of the above-named Company will be held at the Offices of Messrs. PERCY SMITH, SETH & FLEMING, No. 5, Queen's Road Central (First Floor), Hongkong, at 12 o'clock NOON, on SATURDAY, the Twenty-First day of June, 1913, for the purpose of having an account laid before them for the year ending 15th May, 1913, and of hearing any explanations that may be given by the Liquidator.

J. HENNESSEY SETH,
Liquidator.
Hongkong, the 12th day of June, 1913. [791

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FOR FULL PARTICULARS SEE OUR HAND-BILLS DAILY.

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Hongkong, 19th June, 1913. [778

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Hongkong, 23rd May, 1912. [66

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NEW MODERN 3-ROOMED FLATS with Two Bathrooms, Pantry, Kitchen and Servants' Quarters. Bathrooms fitted with English Baths. Kitchen has English Cooking Range and Hot Water Boiler. Electric Light throughout. Immediate Possession.

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Hongkong, 10th June, 1913. [780

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Hongkong, 28th March, 1913. 507

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Hongkong, 12th June, 1913. [789

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No. 5, STEWART TERRACE, PEAK.
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Hongkong, 18th June, 1913. [723

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Hongkong, 9th May, 1913. [598

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Hongkong, 29th April, 1913. [522

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Chief Manager
Hongkong, 1st July, 1911. [19

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Hongkong, 23rd April, 1913. [21

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EISHI ONO,
Manager.
Hongkong, 31st March, 1913. 443

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K. TSUDZURABARA, Manager
Hongkong, 1st May, 1913 [636

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A. R. LINTON,
Manager.
Hongkong, 20th May, 913. 90

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JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
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BEWARE OF
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SOLE AGENTS IN HONGKONG
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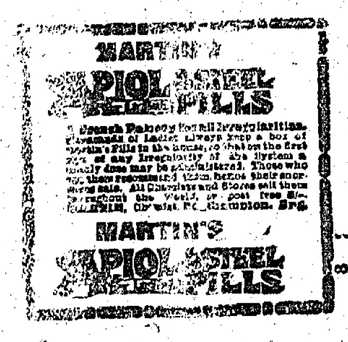
and from ALL WINE MERCHANTS.
[74



FOR
NERVOUS EXHAUSTION

CHAPOTEAUT'S
PHOSPHO-GLYCERATE OF LIME
It increases vital energy and nerve force, cures *Neurasthenia, Dyspepsia, Insomnia,* and *nervous diseases* in adults and children.
IN CAPSULES, IN WINE, AND IN SYRUP
123-4]

THE NEW FRENCH REMEDY. No1 No2 No3
THERAPION price 2/9 leading Chemists. CURES
BLOOD POISON, KIDNEY, BLADDER, URINARY DISEASES, DISCHARGES, WEAKNESS, PILES. SEND STAMP ADDRESS ENVELOPE FOR FREE BOOKLET TO DR. LE CLERC MED. Co., HAVERSTOCK RD, HAMPSTEAD, LONDON, ENG. PARIS DEPOT: 12, RUE CASTIGLIONE. NEW YORK DEPOT: 29, DEKNAN ST. TRY NEW DRAGEE (TASTELESS) FORMOF EASY TO TAKE
THERAPION SAFE AND LASTING CURE. 175
SEE THAT TRADE MARKED WORD 'THERAPION' IS ON BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 18th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.76	29.82	29.83
Temperature	86	82	87
Humidity	72	84	68
Wind Direction	West	SW	West
" Force	1	1	2
Weather	c	c	c
Rain	—	0.09	—

Highest open air Temperature on 17th .. 86
Lowest open air Temperature on 17th .. 10

PASSED THE CANAL.

May 30th—*Antilochus, Ceylon, Nore, Peiho, Simla.*

June 6th—*Bulow, Ernest Simons, Glenroy, Hirano Maru, Satsuma, Teenkai, Teucer, Tydeus. Den of Glamis.*

June 10th—*Bohemia, Hitachi Maru, Koerber, Nippon, Preussen.*

June 12th—*Nore.*

June 13th—*Calchas, Indrani, Namur, Nile, Perseus, Polynesien, Atreus.*

June 17th—*Bengloe, Dunbar, Lennox, York, Kansas, Loval.*

ARRIVALS AT HOME.

June 17th—*Bohemia.*

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on Sale daily at the following Stores:—
KOWLOON BOOK STALL, Ferry Wharf
Messrs HUNG CHEONG, Haiphong Road

RUBBER COMPANIES.

THE RUBBER ESTATES OF KRIAN, LTD., announce a dividend of 12½ per cent. for 1912.

STRAITS RUBBER COMPANY.—A first interim dividend of 10 per cent., less tax, on account of the year ending December 31. A year ago the dividend was at the same rate.

LEDBURY RUBBER ESTATES (LIMITED).—The report for 1912 states that the year began with 908 acres under tapping, and at the close the total acreage brought into the tapping round was 1,101 acres, the average acreage tapped during the year being 1,026 acres, and the average age of the trees seven years and nine months. The output of dry rubber for the year amounted to 290,540lb., as compared with 192,440lb. in 1911. The output for 1913 is estimated at 321,000lb. The average gross price realized for the rubber was 4s. 3⅝d. per lb., as against 4s. 10½d. per lb. in 1911. After making allowance for depreciation, for proportion of management expenses, and for expenditure on the area in tapping, the revenue account shows a profit of £37,787, to which has to be added the sum brought forward, making £39,258. An interim dividend of 10 per cent. was paid in November last, absorbing £10,360, leaving a balance available of £28,898. The directors recommend a final dividend at the rate of 20 per cent. (less tax) be paid on the capital ranking for dividend as on December 31st, 1912, absorbing £20,720, that the sum of £5,000 be transferred to reserve account, which will then stand at £13,000, and £1,778 is carried forward.

SUNGEI BULOH RUBBER COMPANY.—The report for 1912 states that, after debiting the cost of the property with the proportion of expenditure chargeable to block account, the revenue account shows a balance of £17,668, to which is added the amount brought forward, making £19,965. The directors recommend a final dividend of 25 per cent., less tax, making 35 per cent. for the year, and a balance is carried forward of £4,215.

MALAYSIA RUBBER COMPANY.—The report for 1912 states that the amount of rubber harvested was 91,139lb., as against the manager's estimated output of 90,000lb. The rubber sold at an average price (after deducting all freight and selling charges and commission) of a little over 4s. 1d. per lb. The total cost of the rubber, including all charges, was a fraction over 1s. 11d. per lb. The estimated output of rubber for the present year is 170,000lb. Following the method adopted the previous year, a proportion of upkeep and London expenses, based upon the number of trees in tap as compared with the total number on the estate, has been charged to revenue. Out of the available balance of £10,076 the directors recommend a further dividend at the rate of 10 per cent. per annum, less tax, making, with the interim dividend, 15 per cent., less tax, for the year.

TJILIWOENG JAVA PLANTATIONS.—The report for the year 1912 states that the audited accounts of the Java Company (the whole of the issued shares of which are held by this company) show a net profit of £1,895 after charging all expenses and depreciations; as a result the net profit of the London company, including £146 brought forward, is £1,551. The crop of tea (including 37,132lb. made from bought leaf) amounted to 317,451lb., and realized an average price of 7.67d. per lb., as compared with a crop of 195,095lb. and an average price of 8.26d. for the year 1911. The crop for the current year has been estimated by the manager at 360,000lb. exclusive of bought leaf (the latter is estimated at about 62,000lb.). A further area of 200 acres has been planted with tea and 30 acres with cinchona.

CLUNY RUBBER ESTATES.—During 1912 the estates had an output of dry rubber of 67,259lb., against an estimate of 50,000lb. The average price realized works out at 4s. 1½d. per lb., and the cost of obtaining the crop was 2s. 11¾d., f.o.b. The estimate for 1913 is 100,000lb. The directors, not being satisfied with the way the estate was being run, decided to make a change in the management. The issued capital has been exhausted, and further funds will be required if future profits are not to be heavily drawn upon for development purposes. The sum standing at the credit of profit and loss account is £1,688. The directors propose to write off preliminary expenses £890, and to carry forward £798.

SELANGOR RIVER RUBBER ESTATE COMPANY (LIMITED).—At the 6th Annual Ordinary General Meeting Mr. Vincent R. Wickwar, the Chairman, said that the paid-up capital of the company was £42,379, to which had to be added the 2,100 shares recently issued, and for this they had a planted area of 2,232 acres. To bring the new clearings and the present unproductive areas into full bearing they would require some £20,000, which they proposed to provide by setting aside sums out of revenue account and making small new issues at a premium from time to time. At the moment they considered new issues up to 5,521 shares would be sufficient, bringing the total subscribed capital up to £50,000, for which they hoped to have, say, 2,400 acres in full bearing at a capital cost of £20 an acre. When the property was in full bearing, and estimating only 300lb. per acre, their estimated area would produce approximately 720,000lb. of dry rubber, which with a net profit as low as 6d. per lb. would give a return on the capital of, say, 35 per cent. to 37 per cent., and even with such a small net profit as 3d. per lb. they could show handsome returns. The crop of dry rubber harvested in the past year amounted to 83,989lb., against an estimate of 85,000lb. This they considered very satisfactory, as when the company was formed they estimated that they would only get 15,000lb. For 1912 they had been able to pay a dividend of 15 per cent. after writing off all expenses in connection with the acquisition of the new properties and depreciation on buildings and machinery and carrying forward for development of young clearings £2,280. The crop estimate for the current year was 132,000lb., against the prospectus estimate of 45,000lb., and they thought they might get an even larger amount. They had made forward contracts for delivery during the year of six tons at 5s. 0¾d. and 12 tons at 4s. 9d. The cost of production would be materially reduced, so that if they got 3s. a pound for the balance of their 1913 crop the outlook was a satisfactory one. The estates were in a good state of cultivation and thoroughly clean weeded at very moderate costs, which came down month by month. They had an ample labour force for present requirements, and anticipated no trouble in this connection. The chairman concluded by moving the adoption of the report and accounts and a declaration of a final dividend of 5 per cent. for 1912.

WM. POWELL, LTD.
TELEPHONE 346.
ELLWOOD'S
PATENT AIR CHAMBER HELMETS
LATEST SHAPE NO. 105.
WITH PUGGAREE $10.00 SPECIAL PRICE
OBTAINABLE FROM
WM. POWELL, LTD.
1759

THE LINGGI RUBBER RESULTS.

FUTURE PRODUCTION.

The report of the Linggi Plantation just published has been awaited with more than usual interest. Rumour recently credited the Company with an intention to increase the capital, but a glance at the balance-sheet, says *The Times*, will show that such a contingency is highly improbable at present. In fact, the financial strength of the Company is a feature of the report. It shows that its investments, which include Consols and other high-class securities, amount to no less than £177,534, and that the cash in hand amounted at December 31st last to over £11,000 on an issued capital of £110,000.

The company has had a remarkable career. Born in obscurity some 18 years ago with a capital of only a few thousands, primarily to engage in coffee production, the Company has risen step by step to a position of considerable eminence in the rubber plantation industry. In fact, Linggi and rubber are almost synonymous terms. The Company's shares are among the most popular in the market, they can be bought and sold freely, and in normal periods the quotation is a trustworthy guide to the general condition and tendency of the market for rubber shares.

INCREASES OF CAPITAL.

Little information is available as to the early experiences of the Company, but the late manager, Mr. Cummings, appears to have readily perceived the advantage of cultivating rubber long before the boom arrived, for in 1905 the Company, hitherto entitled the Linggi Liberian Coffee Company, changed its name. The capital has been increased on no fewer than five occasions. The original capital of £7,500 was increased to £10,000 in 1900, and to £30,000 in 1905, the then existing £10 ordinary and £5 preference shares being divided into shares of £1 each. In the following year it was increased to £50,000, and in the next, when the Company's properties were largely added to, it was doubled, the ordinary shares then being converted into shares of 2s. each. Two years ago the capital was again increased from £100,000 to £125,000, of which £10,000 is in preference shares entitled to a cumulative dividend of 7 per cent. The Company's property originally consisted of 1,005 acres, but various properties were purchased at different periods, and the area is now 12,761 acres, of which 7,343 are under cultivation.

In 1909 the Company disposed of 5,919 acres to the Kamuning Rubber and Tin Company at a considerable profit, and in April, 1911, the Port Dickson-Lukut Rubber Estates was formed to acquire 1,565 acres of its land.

DIVIDEND DISTRIBUTIONS.

The meteoric rise of the Company's fortunes can be best illustrated by setting out its distributions to holders of the ordinary shares in recent years. In 1905 the Company paid a dividend of 4 per cent.; in 1907, 20 per cent.; and in 1908, 60 per cent. The following year the dividend jumped to 165 per cent., and in 1910 it reached the high-water mark of 237½ per cent. In 1911, owing to the fall in the price of the commodity, which had reached an unprecedented height in 1910 the distribution was reduced to 193¾. while for the past year the dividend amounted to 143¾ per cent., making an aggregate return of 839 per cent.

The distribution of 839 per cent. in dividends contrasts curiously with a statement made by the chairman of the Company in 1899 that the manager had resorted to the making of Government roads and the cutting of railway sleepers out of timber on the property to provide funds for keeping the Company alive. The first shareholders of the Company numbered 30; 15 of them have followed the fortunes of the Company all through and have, of course, received a handsome reward for the faith that was in them. The change in the Company's fortunes may be said to date from the reconstruction in 1905, when Messrs. Guthrie & Co. financed the purchase of the Kanchong and Ulu Sawah estates, and afterwards brought in the Kamuning and other properties. Other aspects of the Company's recent experience are shown in the following table, giving the principal figures for the past three years:—

Items.	1910.	1911.	1912.
Crop of rubber	878,754lb.	1,097,719lb.	1,156,344lb.
Average price	5s. 9·42d.	4s. 9·56d.	4s. 3·12d.
Total costs	—	1s. 10·86d.	1s. 11·59d.
Net profit	£271,151	£167,044	£147,814
Dividend	237½ p. ct.	193¾ p. ct.	143¾ p. ct.
Placed to reserve	£50,000	—	—
Carried forward	£4,236	£4,070	£5,934
Premium on shares	£166,928	£306,880	£306,880
Investments	£157,534	£176,550	£177,534

A LOW CAPITALIZATION.

The secret of the Company's success is to be attributed to the fact that, like other of the plantation Companies formed before the boom, the Company is capitalized on a conservative basis. The authorized capital of the Company per acre owned is less than £10, while the issued capital is equal to about £15 per planted acre. The significance of these figures will be appreciated when it is borne in mind that 68 Malayan Companies formed before 1909 had an average authorized capital of £20 15s. per acre owned and an average issued capital of £36 10s. per acre planted, while the corresponding figures for 30 Malayan Companies formed in the exciting days of the boom were £31 6s. 8d. and £101 13s. 4d. Such a variation in capitalization may represent the difference between success and failure in times of stress, when trade falls off and the price of the commodity falls to a very low level.

HIGHER COST OF PRODUCTION.

It will be observed that the production during the past three years has shown little expansion, but that the cost of production has risen during that period. The smallness of the increase in production is attributed to the institution of a new method of tapping, which is lighter and permits of a four years' term for the renewal of bark. This system, however, will, it is expected, result in as large, if not larger, crops being ultimately secured and at less expense. The expenditure on weeding was exceptionally heavy, and the high level of capital expenditure, which last year amounted to £21,385, is not likely to be repeated. The cost of production is being gradually reduced, and the visiting agent, in a report on the property which is appended to the directors' report this year for the first time, states that a saving in most of the items of expenditure may be effected this year.

The estimated crop for the current year is 1,125,000lb., but this figure by no means represents the limit of production. The area in bearing last year was 3,277 acres out of a total of 7,343 acres planted. It is calculated that an acre at maturity will yield 400lb. of rubber per annum, so that when the whole of the present planted area is tappable the production may be nearly 3,000,000lb. per annum, which, assuming a profit of only 1s. per lb., should yield a profit of £150,000.

PASSENGERS.

ARRIVED.

Per *Haiyang*, from Swatow, etc., Mrs. Copeland, Mr. Fothergell, Mr. Osborne, Mr. Merlin and Mr. S. Hyde.

DEPARTED.

Per *Paul Lecat*, for Marseilles, Mrs. Baillieux, Mr. and Mrs. Barretto, 2 daughters and servant, Mr. Paul Thomas, Mr. Albert Maybon, Mr. Ygnacio Ortigas and son, Mr. and Mrs. Ynchausti, Mr. P. d'Alburquerque, Miss Petra Miguel; for Singapore, Mr. N. J. Dalmeyer, Mr. C. F. Robins, Miss Russell, Mr. and Mrs. B. G. Dunn, Mr. Antonio Carvalho; for Saigon, Mrs. L. M. Joblin, Mr. J. A. Hierro and Mr. T. Evangilista.

MOUTRIE'S
PIANOS!
PIANOS!!
ON HIRE
At $10 Per MONTH.
TUNING AND REGULAR ATTENTION
INCLUSIVE.
S. Moutrie & Co., Ltd.
[629-4

NOTICES TO CONSIGNEES.

THE ROYAL MAIL STEAM PACKET COMPANY.

FROM SEATTLE, PORTLAND & JAPAN

THE Steamship

"HARPAGUS,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 13th June, 1913. [796

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SARDINIA,"

Arrived Hongkong on 13th June, 1913,

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 13th June, 1913. [1

FROM EUROPE.

THE "HANSA" Steamship

"GOLDENFELS,"

Captain Diedrichsen, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 21st inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Agnes" from Norrköping.
Ex s.s. "Norge" from Göteborg.
Ex s.s. "Trelleborg" from Abus.
Ex s.s. "Jelo" from Drammen.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 16th June, 1913. [800

S.S. "ATLANTIQUE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Sidon" and "Basque," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 23rd inst. at NOON will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 26th inst., or they will not be recognized.

All damaged packages will be examined on the 23rd inst., at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS.
Agent.

Hongkong, 16th June, 1913. [2

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "TENYO MARU."

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND MANILA.

THE above-mentioned Steamer having arrived, Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Company's Godown at West Point, whence delivery may be obtained.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Godown, and all Goods remaining undelivered on the 23rd inst., at 5 P.M. in the afternoon, will be subject to storage charges.

All chafed and otherwise damaged Cargo to be left in the Godown, and examination of same to be held on the 24th inst., at 10 A.M.

All Claims must be filed on or before 30th inst., otherwise they will not be recognised.

S. MORIMOTO,
Agent.

Hongkong, 16th June, 1913. [801

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Cochrane, Weihaiwei.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.

Bramble, gunboat, 710 tons, 900 i.p.h., Lieut. Comdr. B. E. Prichard, en route to Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. W. H. Darwall, Hongkong.

Cadmus, British sloop, 1,070 tons, i.h.p., 1,400 f.d., Commr. Hugh P. E. T. Williams, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p., 340, Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p., 1,400, Comdr. Mackenzie, D.S.O., Penang.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt.-Comdr. Wilkinson, Hongkong.

Flora 4,360 tons, 9,000 f.d., 12 guns, Capt. Charles F. Charles F. Corbett, M. V. O., en route to Weihaiwei.

Hampshire, 10, 850 tons, 21,000 f.d., 14 guns, Captain Marcus Rowley Hill, Weihaiwei.

Kinsha, 616 tons, i.h.p. 1,20., Lt.-Comdr. H. Marryatt, Hankow

Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Pasco, Labuan

Minotaur, armoured orniser (flagship Vice-Admiral T. H. Jerram, C. B., i.h.p. 27,00') Capt. E. B. Kiddle, Weihaiwei.

Monmouth, armoured cruiser, 9,800 tons, i.h.p., 22,000. Capt. B. H. F. Bartlelot, M.V.O. Yokohama.

Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr Allen Dixon, Canton

Newcastle, 2nd class cruiser, 4,800 tons, turbine 22,000 f.d., Captain George P. E. Hunt, D.S.O., Shanghai.

Nightingale, river gunboat, 85 tons, 240 h.p. Lt.-Comdr. Malcolm Murray, R.N., Yangtsze.

Otter, torpedo-boat destroyer, 385 tons. 6 guns, 6,300 i.h.p., Lieut.-Comdr. Wilkinson, Hongkong.

Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt.-Comdr, E. J. G. Mackinnon Yangtse.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. J. Heetwood-Nash, Hongkong.

Rosario, depot ship for Submarines, 980 tons, i.h.p. 1,400, Lt.-Commr. N. E, Archdale, Canton.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. I. A. S. H. Hutton, west River

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. Maurice B. Leslie, Yangtse.

Taku, torpedo boat destroyer, 305 tons, i.h.p., 6,000, Gunner W. H. Ryder, Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns Commodore R. Anstruther, C.M.G., Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut.-Comdr. Hon Guy Stopford, Chungkiang.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Com H. R. N. Cottrell-Dormer, Hankow

Usk, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt. Maxwell, Yangtse

Virago, torpedo-boat destroyer, 395 tons, 6 guns 6,300 i.h.p., Lieut.-Comdr. Boddam Whitham, en route Weihaiwei

Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Seymour, Yangtse.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. R. Neville, Yangtse.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut. and Comdr. J. C. F. Borrett, Kiating.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. M. B. R. Blackwood, Yangtse.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. Robin W. Lloyd Hankow

LASSITUDE AND HOW TO OVERCOME IT.

During the enervating "muggy" weather, which so constantly marks the second quarter of the year, lassitude is the lot of a large number of people. The physical sensation is accompanied by a mental indisposition to work, and a lack of tone of the whole system.

Who is there, then, who will not gladly adopt *a régime* which completely overcomes this mental and physical apathy, and restores the vim and snap of life?

Yet, to quote Hamlet's familiar words, "It is as easy as lying," when once it is remembered that a really revivifying and restorative tonic food, rich in vital phosphorus, will do this.

Unique among such foods is Sanatogen, which, as that distinguished medical author, Dr. C. W. Saleeby, writes, "Is a specially adapted food that has solved the problem of giving phosphorus in such a way that the nervous system can take hold of it."

It acts like a charm in removing lassitude and in replacing it with a sensation of buoyancy and reinvigoration. Testimony to this effect is forthcoming in the statements of distinguished men. Mr. H. S. Staveley Hill, M.P., writes from the House of Commons in London, where men are peculiarly prone to lassitude:—"I find Sanatogen a most excellent tonic and restorative after the hard work of the session. It appears to me to contain all the qualities necessary for a tonic which secures the object in view, namely, the removal of lassitude, and it gives increased vitality."

Sanatogen, which can be obtained at all Chemists, should be used by everyone whenever he feels the least disposition to lassitude, weariness, or fatigue.

[111-516

SHIPPING IN PORT.

STEAMERS.

ANNE, Norwegian str., 1,617, A. Arntzen, 15th June—Bangkok 9th June, Rice.—Chinese.

ARAGONIA, German str., 5,123, A. Enigk, 16th June—Moji 10th June, General.—Hamburg-Amerika Linie.

ATSUTA MARU, Japanese str., 8,523, J. Nagao, 17th June—Antwerp 4th May, General.—Nippon Yusen Kaisha.

BORNEO, German str., 1,041, F. Sembill 17th June—Sandakan 12th June, Timber.—Melchers & Co.

BOVERIC, British str., 2,841, V. B. Harper, 12th June—Tacoma 6th May, General.—Bank Line, Ltd.

BRIDGE, Norwegian str., 650, J. Folkman, 12th June—Bangkok 5th June, General.—Order.

COLOMBO MARU, Japanese str., 2,920, Kawashima, 14th June—Kobe 8th June, General. — Nippon Yusen Kaisha.

DAINICHI MARU, Japanese str., 1,058, N. Sudzuki, 16th June—Miike 10th June, Coal.—Mitsu Bishi Goshi Kaisha.

DUNERIC, British str., 1,210, J. J. Tulloch, 11th June—Bangkok 5th June, Rice.—Bank Line, Ltd.

EKATERINOSLAV, Russian str., 4,124, Tideman, 15th June — Vladivostock, General.—Russian Volunteer Fleet.

HANGSANG, British str., 1,356, S. Wilde, 13th June—Shanghai 8th June, General.—Jardine, Matheson & Co.

HANOI, French str., 739, Chavilier, 15th June—Pakhoi 14th June, General.—A. R. Marty.

HARPAGUS, British str., 3,671, H. Farquharson, 13th June—Moji 8th June, Flour.—Jardine, Matheson & Co.

HAZEL DOLLAR, British str., 2,804, M. Ridley, 14th June—Seattle 5th April, Lumber.—Robert Dollar Co.

KAIFONG, British str., 1,040, J. V. Sidford, 15th June—Hoihow 14th June, General—Butterfield & Swire.

KEONGWAI, German str., 1,771, J. Kohler, 13th June—Bangkok 5th June, Rice.—Butterfield & Swire.

KJELD, Norwegian str., 910, T. Hellese, 16th June—Bangkok 9th June, General.—Chinese.

KUMSANG, British str., 2,077, F. Wheeler, 16th June—Moji 11th June, Coal and General.—Jardine, Matheson & Co.

KUTSANG, British str., 3,116, R. C. Bradley, 12th June—Shimonoseki 7th June, Coal and General.—Jardine, Matheson & Co.

KWANGTAH, Chinese str., 1,536, C. Stewart, 15th June—Shanghai 11th June, General.—Chinese.

LAISANG, British str., 2,225, E. J. Tadd, 12th June—Calcutta 28th May, General.—Jardine, Matheson & Co.

LANDRAT SCHEIFF, German str., 1,012, A. Struve, 13th June—Saigon 9th June, Rice and Cotton.—Siemssen & Co.

LOONGSANG, British str., 1,093, Leask, 17th June—Manila 14th June, General.—Jardine, Matheson & Co.

LUCHOW, British str., 1,221, Meathrel, 16th June—Shanghai 12th June, General.—Butterfield & Swire.

MONTEAGLE, British str., 3,953, F. L. Davison, 13th May—Vancouver 17th April, Flour and General.—Canadian Pacific Railway Co.

OPLAND, Norwegian str., 843, Eriksen, 12th June—Bangkok 6th June, General.—Order.

PAKHOI, British str., 1,228, Gibbs, 15th June—Saigon 11th June, Rice.—Butterfield & Swire.

PANAMA MARU, Japanese str., 3,757, J. Kanao, 14th June, General.—Osaka Shosen Kaisha.

PHEUMPENH, British str., 1,005, Jas. H. Scott, 12th June—Saigon 8th June, Rice and General.—Chinese.

SABINE RICHMERS, Dutch str., 573, Jagt, 13th June—Foochow 11th June, Ballast.—Asiatic Petroleum Co.

TAIWAN, British str., 1,050, A. Jenkyson, 13th June—Saigon 9th June, Rice.—Chinese.

TENYO MARU, Japanese str., 13,454, E. Bent, 16th June—San Francisco 16th May, General.—Toyo Kisen Kaisha.

TJILIWONG, Dutch str., 3,081, J. P. Scholten, 14th June—Macassar 5th June, Sugar and General.—Java-China-Japan Lijn.

YUNNAN, British str., 1,206, G. W. Eedy, 15th June—Bangkok 8th June, General.—Butterfield & Swire.

HUSBANDS NOT VOTES.

A SUFFRAGETTE "RAG."

A mock Suffragette parade, organised by several hundred freshmen at Columbia University, dressed in pyjamas and nightgowns, caused much amusement last month in Broadway, New York.

The paraders were headed by a "band," with anvil, hammers, and bell, who raised a terrific din along the principal thoroughfare in New York. Behind the "band," on horseback, rode a student dressed to resemble Miss Inez Milholland, "America's most beautiful Suffragette," who flung kisses to the crowd at intervals, waving a banner inscribed, "Vote for We—men; Women can Wait."

When the police attempted to interfere with the procession a mounted student resembling the chief inspector of police, Mr. Schmittberger, in full uniform, galloped up and imperiously brushed them aside. Opposite the university a number of mounted "ladies" dismounted and danced a "horse-trot," while five score bogus mothers engaged in a shrill controversy as to whether it would be preferable to abandon their babies or the parade. Finally they decided to abandon their babies. The next moment a hundred bundles resembling infants were snatched from perambulators and converted into torches, while a chorus in nightgowns sang:

"Assassination is vexation,
And murder gets my goat;
But arson it is glorious,
It's sure to get the vote."

The militant outrages in England are now the subject of daily discussion in New York and descriptions are filling many columns of the newspapers.

In an interview Mr. Gaynor, the Mayor of New York, abandoning his favourite studies of Epictetus, declared his conviction that "stridulent" militancy would never gain headway in America because "in this country there are enough husbands to go round, whereas in Britain there are a million and half women who are desperate because they cannot get husbands." I do not blame Englishwomen," he added, "for getting mad. The men there have gone off to Australia, Canada, Van Diemen's Land — Heaven knows where —leaving the women unmated. The result is they are going to burn the whole place down." Mr. Gaynor concluded by declaring that he is convinced that what the Suffragettes really need is not the vote but husbands.

TRADING ON HER SEX.

THE WOMANLY WOMAN DENOUNCED.

Mr. St. John G. Ervine makes a strong attack in the *Daily Dispatch* on the "womanly woman" as opposed to the more modern example of her sex.

The womanly woman, he says, is a dishonourable woman; she is a shameless liar; she is without any sense of loyalty or playing the game; she is incompetent, fussy, ignorant, cruel, and hideously spiteful.

She cannot get into a tramcar in an intelligent manner. She stands on the step, preventing those passengers who desire to descend from doing so, and obstructing the way of persons who desire to enter the car, while she begs the conductor to assure her that this really is the car to Streatham; and then, when the enraged conductor draws her attention to the indicator, elaborately illuminated by electricity, which shows that the car is bound for Balham, she causes further delay while she takes his number.

If a queue of persons is standing before a railway booking-office waiting to purchase tickets, the womanly woman will amble up and quite brazenly put herself at the head of the queue instead of at the tail. She trades on her sex, for she knows that ninety-nine out of a hundred men will not remonstrate with her for her dishonest act, and that the hundredth man will incur odium if he does.

STINGY AND GREEDY.

She cannot go out alone; she is certain to lose her way. She cannot write an intelligent or coherent letter; she fills her communications with irrelevancies and makes them unreadable by writing across what has already been written. For she is a mean woman, this womanly woman. She is stingy and greedy.

She ruins reputations lightly. She rabbles and gabbles unceasingly. She is a snob and a tuft-hunter. She loves dukes because they are dukes and not because they are men. She thinks that a rich man is a great man, and a titled man is a heavenly body. She haunts the clergy until the clergy feel impelled to demand a law compelling parsons to celibacy. Her one desire is to get married because that is a nice, ladylike occupation, and all the best people do it. She schemes and intrigues with that object in view with a subtlety and meanness which is almost incredible. When she has daughters of her own there are few infamies from which she will shrink to get them safely wed.

NEMESIS.

But time brings its revenges. If she does not marry, she wilts into a horrible spinsterhood. She cannot work; she cannot think; she cannot talk intelligently. She becomes faded and sour and miserable. She passes from boarding-houses in Brighton to boarding-houses in Bath and Bloomsbury, unlovely, unhoured, unhappy. To the end she is a womanly woman; spiteful, dishonourable, mean, untruthful, and treacherous.

The unwomanly woman is supplanting the womanly woman, and the world is the better for it.

LATEST STEAMER MOVEMENTS.

The P.M. str. *Manchuria* arrived in San Francisco on the 16th June.

The H.A.L. str. *Segovia* left Shanghai on the 17th June, p.m., and may be expected here on or about the 20th June, p.m.

The Swedish East Asiatic Co.'s str. *Ceylon* left Singapore on the 17th June, and is expected to arrive here on the 23rd June.

AN ANALOGY.

"A man resembles a cigar,"
I heard a jester say;
"For he, like a cigar, is bound
To meet his match some day."

Just so, and then the man flares up
And, like the "weed," gets red,
Which as a rule precedes the fact
Each soon doth lose his head.

A man, like a cigar, gets "short,"
And sometimes of the town
Becomes the butt—he also may
Be by a friend "thrown down."

Some weeds, and some men, too, are rank.
Some scarcely have a flaw.
Some are like actors, though well puffed
They can't be made to draw.

Wives see another likeness still
(Though this their husbands flout.)
A man, like a cigar, is spoiled
If he is let go out.

And lastly, this analogy
Their finish does not mar;
Both come to ashes in the end—
The man and the cigar.

WEATHER REPORT.

On the 16th at 11.07 a.m.—Pressure has increased in all districts except to the north-east of Japan, where it has decreased moderately, owing to the passage of the northern depression to eastward. The depression over Tongking is now very shallow.

Moderate S. winds are indicated along the east coast of China, and over the N. China Sea.

Hongkong rainfall for 24 hours ending at 8 a.m. to-day, 0.09 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT	FORECAST.
* Hongkong & Neighbourhood	
Formosa Channel ...	South winds, fresh.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

* S. to S.W. winds, moderate; fair.

CHINA COAST METEOROLOGICAL REGISTER.

18TH JUNE, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
Tostock ...	7 a.	29.59	37	50	—	0	b
Nemuro ...	6 a.	29.43	—	—	NW	2	—
Hakodate ...	"	29.52	—	—	W	1	—
Tokio ...	"	29.53	—	—	—	0	—
Kochi ...	"	29.62	—	—	SW	1	—
Nagasaki ...	"	29.70	—	—	—	0	—
Kagoshima ...	"	29.70	—	—	WNW	1	—
Oshima ...	"	29.75	—	—	E	1	—
Naha ...	"	29.83	—	—	SSW	2	—
Ishi'jima ...	"	29.79	—	—	SW	6	—
Tonin Is. ...	"	29.89	—	—	SW	1	—
Chefoo ...	"	—	—	—	—	—	—
Weihaiwei ...	"	29.63	68	89	SW	4	ob
Jankow ...	"	—	—	—	—	—	—
Ichang ...	"	—	—	—	—	—	—
Kiukiang ...	"	—	—	—	—	—	—
Changsha ...	"	—	—	—	—	—	—
Shanghai ...	"	29.71	66	—	E	2	o
Ratzlaff ...	"	29.70	66	—	NNE	2	o
Sharp Peak ...	7 a.	29.73	85	—	S	1	c
Amoy ...	6 a.	29.79	80	91	SSW	2	c
Swatow ...	"	29.83	80	91	SW	1	b
Taihoku ...	5 a.	29.78	—	—	—	0	—
Taichu ...	"	29.84	—	—	SE	2	—
Tainan ...	"	29.86	—	—	SE	2	—
Koshun ...	"	29.85	—	—	W	4	—
Pescadores ...	"	29.82	—	—	S	6	—
Canton ...	9 a.	—	—	—	—	—	—
Hongkong ...	6 a.	29.82	82	84	SW	1	o
Bias Bay ...	"	29.82	—	—	S	4	c
Macao ...	"	29.75	80	—	SSE	2	o
Wuchow ...	9 a.	—	—	—	—	—	—
Hoihow ...	"	—	—	—	—	—	—
Pakhoi ...	"	—	—	—	—	—	—
Phulion ...	6 a.	29.74	82	—	SSE	4	c
Tourane ...	"	29.75	84	—	—	0	b
St. James ...	"	29.88	75	—	ESE	5	—
Aparri ...	"	29.89	74	—	S	3	b
Manila ...	"	29.91	74	—	—	0	o
Legaspi ...	"	29.91	78	—	—	0	o
Jacolod ...	9 a.	29.95	92	—	NW	2	b
Iloilo ...	"	—	—	—	NW	1	b
Zebu ...	"	29.94	85	—	—	0	bc
Sibuan ...	"	29.92	85	—	—	—	—

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

TEMPERATURE, in the shade, in degree Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached loud, d drizzling rain, f fog, g gloomy, h hail, t thunder, v visibility, w dew (wet).

7 RAIN in inches tenths and hundredths

HONGKONG TIDE TABLE.

From 19th to 25th June, 1913.

Days of Week.	Days of Month.	HIGH WATER H'kong Mean Time.	HIGH WATER Height.	LOW WATER H'kong Mean Time.	LOW WATER Height.
		h. m	ft. n.	h. m.	ft. in.
Thurs.	19	m 8 52	7 6	m 2 24	3 4
		11 47	3 9	4 34 a	0 3
Fri.	20	m 9 27	7 6	m 2 55	3 4
				5 16 a	0 3
Satur.	21	a 0 36	3 8	m 3 29	3 4
		m 10 3	7 4	5 56 a	0 5
Sun.	22	m 1 23	3 7	m 4 3	3 5
		m 10 39	7 1	6 36 a	0 8
Mon.	23	m 2 9	3 7	m 4 39	3 6
		m 11 14	6 7	7 17 a	1 1
Tues.	24	m 2 55	3 8	m 5 18	3 7
		m 11 49	6 2	8 0 a	1 5
Wed.	25	m 3 40	4 0	m 6 2	3 9
		0 26 a	5 7	8 44 a	1 8

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June 13th, 1913.

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BUTCHER MEAT.

新鮮牛肉	Mei Lung Pà Yuk—Beef, sirloin and prime cut	lb. 18
鹹牛肉	Ham Ngau Yok—Corned Beef	" 18
牛腩	Shiu Ngau Yok—Roast Beef	" 18
牛腩	Ngau Nam—Breast of Beef	" 12
牛湯	Ngau Yok—Beef for soup	" 15
牛扒	Ngau Yok Pa—Beef Steak	" 18
牛腸	Ngau Yok Ch'ong—Sausages	" 20
	Ngau Nó—Bullock's Brains	set 10
牛柳	Ngau Lao—Beef Steak, Sirloin	lb. 28
牛利	Ngau Lo—Bullock's Tongue, fresh, each	" 40
鹹牛肉	Ham Ngau Le— " corned	" 55
牛頭	Ngau Tau—Bullock's Head	" 60
牛心	Ngau Sam— " Heart	lb. 12
鹹牛腩	Ham Ngau Kin—Beef Hump, salt	" 15 " 18
牛蹄	Ngau Kók—Bullock's Feet	each 8
牛腰	Ngau Iu—Bullock's Kidney	" 9
牛尾	Ngau Mei—Bullock's Tail	" 18
牛肝	Ngau Kon—Bullock's Liver	lb. 12
牛肚	Ngau Tó—Bullock's Tripe, undressed	" 6 " 6
鹹雞牛	Ngau Tsai Tau Kók—Calve's head and Feet	set $1.
羊肉	Yéng Pai Kwat—Mutton Chop	lb. 25
羊腿	Yéng Pe—Leg of Mutton	" 25
羊肩	Yéng Shau—Mutton Shoulder	" 22
羊頭	Yéng T'au—Sheep's Head & feet	set 65
羊心	Yéng Sam—Sheep's Heart	each 7
羊腰	Yéng Iu—Sheep's Kidneys	" 9
羊肝	Yang Kon—Sheep's Liver	lb. 25
豬腳	Chu Kók—Pig's Feet	each 27
豬腦	Chu Nó—Pig Brains	per set 2
豬髓	Chú Tsáp—Pig's Fry	lb. 30
豬頭	Chú T'au—Pig's Head	" 12
豬腰	Chú Iu—Pig's Kidney	pair 8
豬肉	Chú P'ai Kwat—Pork Chop	lb. 23
豬心	Chú Sam—Pig's Heart	" 10
豬肝	Chú Kon—Pig's Liver	" 24
乳豬	Chú Tsai—Sucking Pigs (to order)	" 22
牛生	Shang Ngau Yau—Beef Suet	" 18
羊生	Shang Yéng Yau—Mutton Suet	" 25
牛仔	Ngau Tsai—Veal	" 18
牛腸	Ngau Láp Ch'ong—Beef Sausage	" —
牛仔	Ngau Chai Yuk Ch'ong—Veal	" " 26

POULTRY.

雞	Kai Tsai—Chicken	" 35
閹雞	Sin Kai—Capons	" 34
鴿	Pan Kau—Doves	each —
雙黃蛋	Sang Shong Shúi Ap	" —
	Wild Duck	pair —
鴨	Ap—Ducks	lb. 27
雞蛋	Kai Tan—Hen's Eggs	doz 20
雞	Kai—Fowl, Canton	" 38
雞	Hoi Nám Kai—Fowls, Hainan	" 35
鵝	Ngoa—Geese	" 24
生鴨蛋	Sh ng Hoi Yà Ngoa—Guese	" —
	Shanghai	pair 1.10
野鴨	Wild Duck Shanghai	pair 1.—
鴿	Pak Kop—Pigeons { Canton each 34 / Hoihow " 28	
鶉	Um Ch'un—Quail	" 27
野兔	To Tsai—Hare	" 60
麝香	Musk Deer	" 3.00
雉	Sau Kai—Pheasant	" —
水鴨	Chá Ku—Partridge	each —
雀仔	Wo Fá Tsók—Rice Birds	doz. —
沙錐	Sa Ta'oi—Snipe	each —
生蠔水	Shúi Ap—1 eal	" —
火雞	Fo Kai Kung—Turkeys, Cock	lb. 65
火雞	Fo Kai Mo—Turkeys, Hen	" 45

FISH

鯉魚	Kai Yú—Barbel	" 24
鯧魚	Pin Yú—Bream	" 20
生魚	Tam Shúi Yú—Canton Fresh water Fish	" 18
鯉魚	Le Yú—Carp	" 17
貓魚	Mau Yú—Cat Fish	" 10
鱈魚	Man Yú—Codfish	" 16
蟹	Hai—Crabs	" 16
墨魚	Mak Yá—Cuttle Fish	" 18
沙魚	Shá Máng Yú—Dab	" 14
鯉魚	Wong Mei Lun—Dace	" 10
狗魚	Tit Tó Shá—Dog Fish	" 11
鰻魚	Hoi Sin—Eels, Conger	" 16
鰻魚	Tam Shúi Sin—Eels, Fresh water	" 20
鰻魚	Wong Sin—Eels, Yellow	" 28
田雞	T'in Kai—Frogs	" 32
石斑	Shak Pan—Garoupa	" 55
鯉魚	Pak Kap Yú—Gudgeon	" 14
白魚	Tso Pak Yú—Herrings	" 22
比目魚	Halibut	" 20
紅花魚	Wong Fá Yú—Labrus	" 22
龍蝦	Lung Há—Lobsters	" 40
	Shi Yú—Mackerel	" 24
鯰魚	Loach	" 28
烏頭	Chai Yú—Mullet	" 20
魚芒	Mong Yu—Mong Fish	" 28
蠔	Shang Hó—Oysters	" 18
公魚	Kai Kung Yú—Parrot Fish	" 16
鱸	Tau Ló—Perch	" 15
	Hau Tsz Yú—Pike	" 8
番魚	Fa Po Tau—Plaice	" 20
白鯧	Pák Ch'ong—Pomfret, White	" 32
黑鯧	Hák Ch'ong— " Black	" 26
蝦	Ming Há—Prawns	" 48
琵琶魚	Pi Pa Sa—Ray	" 6
石斑魚	Sik Kau Kung—Rock Fish	" 16
鯊魚	Chun Yú—Roach	" 10
鯊魚	Sa Yú—Shark	" 9
大鮭魚	Ma Yau Yú Salmon, Canton	" 34
鮭魚	Shang Yu—Salmon, Fresh Wat	" —
蝦	Ha—Shrimps	" 28
鯊魚	P'o Yú—Skate	" 8
鯛魚	Lap Yú—Snapper	" 26
鯛魚	T'ai Sa Yú—Soles	" 22
鱒魚	Wán Yú—Tench	" 18
龜魚	Tso Hau Yú—Turbot	" 20
	Kók Yú—Turtles, small, fresh water	" 56
	Pák Bit Yú—White Bait	" —

FRUITS.

仁核	Hang Yan—Almonds	" 30
蘋果	Kam Shan Ping Ko—Apples, California	" 24
蘋果	Tin Tsun Pin Ko—Apples, C'foo	" 20
蘋果	Hoi Tong—Apples, small, C'foo	" —
蘋果	Fan Chi—Apples, Custard, Macao	" —
蘋果	Yat Pun Ping Ko—Apples, Japanese	" —
蘋果	Shang Sheng Heung Tsiu—Ananas, fragrant, Canton	" 3
蕉	Shang Heung Tsiu—Bananas brides, Macao	" 4
	Yeung To—carambola	" —
栗	Fung Lut—Chestnuts, Chinese	" —
椰子	Ye Tsz—Cocoanuts	each 10
葡萄	P'o Tai Tsz—Grapes	1st qo lb —
檸檬	Ning Mong—Lemons, Chinese	" —
檸檬	Kam San Lingmon—Lemon, American	each 6
荔枝	Lai Chi—Lichees, Freshis	12
	" " 2nd	" —
	" " 3rd	" —
荔枝干	Lai Chi Kon—Lichees, Small	" 30
芒果	Ning Mong—Lemons, Saigon	" 10
芒果	Lui Sung Mong—Mango, M'la	each 15
芒果	On Nam Mong—Mango, Saigon	" —
千竹山	Shan Chuk Tsz—Mangosteens, per doz	" 30
西瓜	Yong Sai Kwá—Water Melon, American	per lb. —
蜜瓜	Sai Kwá—Water Melons China	" —
蜜瓜	Heung Kwá Musk Melon American	each 10
	Passion Fruit, American	lb. —
橄欖	Pak Lam—Olives	" —
橙	Ch'ang—Oranges, Sweet	" 18
橙	Chiu Chan Chang—Orange, Swatow	—
橙	O Mun Ch'ang—Oranges, Macao	—
菠蘿	Chu Sá Kat— " Small	" —
柑	Tim Kat— " Mandarin	" —
生花	Fa Shang—Peanuts	" 10
梨	Shanghai Li—Pears American	" —
梨	Sa Li—Pears Canton	" 15
李	Hung Li—Plums Swatow	8
梨	Sin Tsi—Pears, Cooking Canton	10
	Hung Tsi—Femininous large	—
	Pun Ti Po Lo—Pine-apple	12
橙	orange (Canton)	lb 15
梨	Pears (America)	" —
番瓜大	Papaw 1st quality	each 10
菠蘿	Pineapple Cooking only...2nd	" 12
	" " 3rd	" 10
薯大	Tai Tsiu—Plantains	3
綠薯	Luk Yau—Pumelo, Amoy	each —
柚子	Chim Lo Luk Yau—Pumelo, Saim	" 25
核桃	San Hop Tó—Walnuts, Fresh	lb 10
核桃	Hop To—Walnuts, Green	" 14
	Shanghai Lo Kwat	" —

VEGETABLES, &c.

洋薑上海	Shanghai Yá Chi Chuk—Artichokes Shanghai	—
蘆筍	Loong Soo Ta'oi—Asparagus	doz —
竹	Chuk Shun—Bamboo Sprouts	lb. 5
芽菜	Ngá Tsói—Beans, Sprout	" 6
豆角	Tau Kok— " Long	" 10
豆扁	Min Tau— " Broad	" 6
豆荷蘭	Pin Tau— " French, S'hai	" 10
豆過門	O Moon Bin Tau—Beans, Macao (French)	" 10
紅菜	Hung Tau Ta'oi Sho—Beetroot	" 16
甜菜	Kuán Tsai—Cane Shoots	" 6
茄子	Ts'ing Ke—Brinjals Green	" 5
元茄	Yuen Ke— " Red	" 5
菜白	Pak Ts'oi—Brassica	" 6
芥菜	Kai Ta'oi—Cabbage Chinese	" 6
葱上海	S'hai Kai Ta'oi—, Shanghai	" 10
蘿蔔	Kam Shin—Carrots	" 6
花椰菜大	Ya Ta'oi Fa—Cauliflower	each 16
花椰菜中	Tai Ye Ta'oi Fa—" Large Size	" —
	Chung Ye Ta'oi Fa—Cauliflower Med. Size	" —
芹菜	Can Ta'oi—Celery, China	lb 8
芹菜	Yeung Can Ta'oi—Celery, Eng.	" —
苦瓜	Fu Kwa—Bitter Squash	" 8
蘑菇	Koon Lát Chin—Caillea, Dried	" 25
芫荽	T'iing Lat Tsiu—Chilies, Green	" 10
辣椒	Hung Fá Tsiu—Chilies, Red	" 15
瓜青	TEang Kwa—Cucumbers	" 6
韭菜	Kúh, Li Ta'oi Liu—Curry Stuff English	" —
葱	Shuen Tau—Garlic	" 10
薑老	Lo Keung—Ginger, old	" 8
薑子	Tsz Keung—Ginger, young	" 8
豆青	Ta' ng Tau—Green Peas	" 5
大根	Kau Lik—Horse Radish, S'hai	" —
粟米	Suk Mai—Sweet Corn	piece 16
生菜	Yeuhg Shang Ta'oi—Lettuce	lb 5
	Musa Melon	lb 1
香菇生	Shang Tsó Ku—Mushrooms, fresh	" — lb.

VESSELS ON THE BERTH

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"DEVANHA,"

Captain W. R. Hickey, will leave for Shanghai TO-DAY, the 19th inst., at Noon.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 18th June, 1913. [1

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARCADIA,"

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 21st June, 1913, at NOON taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MAMORA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "HIMALAYA," due in London on the 3rd August, 1913.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 9th June, 1913. 1

THE "INDRA" LINE, LIMITED.

FOR BOSTON & NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"INDRAKUALA,"

Captain A. H. Smith, will be despatched as above on MONDAY, 23rd June.

This Steamer has superior accommodation for a limited number of Saloon Passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.
Agents.
Hongkong, 10th June, 1913. [781

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "WRAY CASTLE" ... On or about 3rd July.

For Freight and further information, apply to
DODWELL & Co., LTD.,
Agents.
Hongkong, 11th June, 1913. 624

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

DIRECT STEAM FOR GENOA, NAPLES, LEGHORN, BOMBAY & PORT SAID VIA SINGAPORE.
(Without Transhipment.)

(Taking Cargo at through rates to all MEDITERRANEAN, ADRIATIC, BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.)

THE Steamship

"ISCHIA,"

Captain Belsito, will be despatched as above on FRIDAY, the 4th July, at Noon.

For further particulars regarding freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 17th June, 1913. [3

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

FOR HAVRE, LONDON AND ANTWERP.

THE Steamship

"GLENSTHAE,"

Captain Jas. McGillivray, will be despatched for the above Ports on or about 15th July, 1913.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 11th June, 1913. [786

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	About 15th July.
LONDON, VIA USUAL PORTS OF CALL	ARCADIA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &C.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 25th inst.
HAVRE, BREMEN & HAMBURG, &C.	SEGOVIA	Ger. str.	k. w.	Lübcke	HAMBURG-AMERIKA LINIE	To-day.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP &C.	BRASILIA	Ger. str.	k. w.	Deinat	HAMBURG-AMERIKA LINIE	On 2nd July.
HAVRE, LONDON & ANTWERP	GLENSTRAE	Brit. str.	—	Jas. McGillivray	SHEWAN, TOMES & Co.	About 15th July.
DUNKIRK & HAMBURG &C.	BIRKENFELS	Ger. str.	k. w.	Maselins	HAMBURG-AMERIKA LINIE	On 7th July.
GENOA, NAPLES, LEGHORN, B'BAY & PORT SAID VIA S'PORE	ISCHIA	Ital. str.	—	Belsito	CARLOWITZ & Co.	On 4th July, at Noon.
MARSEILLES, HAVRE & HAMBURG, &C.	SITHONIA	Ger. str.	k. w.	Kotzte	HAMBURG-AMERIKA LINIE	On 28th inst.
MARSEILLES, HAVRE & HAMBURG, &C.	FUERST BUELOW	Ger. str.	k. w.	Jager	HAMBURG-AMERIKA LINIE	On 30th inst.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	ARMAND BEHIC	Fren. str.	—	Rosati	MESSAGERIES MARITIMES	On 1st July, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C.	MISHIMA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 2nd July, at D'light.
VICTORIA, VANCOUVER & SEATTLE	HARPAGUS	Brit. str.	—		JARDINE, MATHESON & Co., LD.	About 19th inst.
VICTORIA, B.C., & TACOMA VIA KEELUNG, &C	TANAVA MARU	Jap. str.	—	J. Kauso	OSAKA SHOSEN KAISHA	On 25th inst., at 1 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &C	SADO MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	On 1st July, at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KEELUNG, &C.	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSEN KAISHA	On 10th July, at 1 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, S'TON MANILA	SCHAENHORST	Ger. str.	—	F. Rehm	MELCHERS & Co.	On 25th inst., at 10 A.M.
TRIESTE, FIUME, VENICE VIA SINGAPORE, &C.	GISELA	Aus. str.	—		SANDER, WIELER & Co.	About 1st July.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &C.	KOERBEE	Aus. str.	—		SANDER, WIELER & Co.	On 15th July, at 4 P.M.
NEW YORK	WRAY CASTLE	Brit. str.	—		DODWELL & Co., LTD.	About 3rd July.
BOSTON & NEW YORK	INDRAKUALA	Brit. str.	—	A. H. Smith	JARDINE, MATHESON & Co., LD.	On 23rd inst.
VANCOUVER, SEATTLE and/or TACOMA & P'LAND. (Or.)	C. FRED. LAEISZ	Ger. str.	k. w.	Geissel	HAMBURG-AMERIKA LINIE	To-morrow.
VANCOUVER VIA SHANGHAI, JAPAN, &C	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 21st inst., at Noon.
VANCOUVER, SEATTLE, TACOMA & PORTLAND	VESTALIA	Brit. str.	—		JARDINE, MATHESON & Co., LD.	About 30th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &C.	EMPRESS OF JAPAN	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 2nd July, at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &C.	TENYO MARU	Jap. str.	—	E. Bent	TOYO KAISEN KAISHA	On 21st inst, at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &C.	PERSIA	Aus. str.	—		PACIFIC MAIL S.S. Co.	On 1st July, at Noon.
SAN FRANCISCO VIA KEELUNG & JAPAN, &C.	KOREA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 4th July, at 1 P.M.
CAPE PORTS VIA MAURITIUS	DUNEDIC	Brit. str.	—		THE BANK LINE, LIMITED	On 21st inst.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—		GIBB, LIVINGSTON & Co.	On 21st inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winekler	NIPPON YUSEN KAISHA	On 2nd July, at Noon.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	On 12th July, at 9 A.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	KIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 5th Aug., at Noon.
KOBE & MOJI	LAISANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., LD.	To-morrow, at Daylight.
KOBE & YOKOHAMA	TOSA MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 23rd inst.
KOBE & YOKOHAMA	COBLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	About 24th inst.
NAGASAKI, KOBE & YOKOHAMA	INABA MARU	Jap. str.	—	S. Tominaga	NIPPON YUSEN KAISHA	On 2nd July, at 11 A.M.
YOKOHAMA & KOBE VIA SHANGHAI	E. F. FERDINAND	Aus. str.	—		SANDER, WIELER & Co.	About 28th inst.
MOJI, KOBE & YOKKAICHI	LUZON MARU	Jap. str.	—	H. Yamamuto	OSAKA SHOSEN KAISHA	On 18th July, P.M.
JAPAN	TJITAROEM	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
MIIKE, KOBE & MOJI	JELUNGA	Brit. str.	—	Sullivan	DAVID SASSOON & Co., LD.	On 30th inst.
WEIHAIWEI & TIENTSIN	KUEICHOW	Brit. str.	1 m.	Foresyth	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
TIENTSIN	CHEONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., LD.	On 22nd inst., at D'light.
SHANGHAI	DEVANHA	Brit. str.	—	W. E. Hickey	P. & O. S. N. Co.	To-day, at Noon.
SHANGHAI	LUCHOW	Brit. str.	1 m.	W. Baddeley	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	C. FERD. LAEISZ	Ger. str.	k. w.	Geissel	HAMBURG-AMERIKA LINIE	To-day.
SHANGHAI	LIVAN	Brit. str.	1 m.	C. C. Williams	BUTTERFIELD & SWIRE	On 21st inst., at M'night.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CEYLON	Swed. str.	—		ARTHUR NILSSON & Co.	On 23rd inst.
SHANGHAI	KWONGSANG	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & Co., LD.	On 25th inst., at Noon.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	P. E. FRIEDRICH	Ger. str.	—	C. Mundt	MELCHERS & Co.	About 25th inst.
SHANGHAI	ANHUI	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SEMLA	Brit. str.	—	G. Philipps	P. & O. S. N. Co.	About 27th inst.
SHANGHAI	ERNEST SIMONS	Fren. str.	—	Brunet	MESSAGERIES MARITIMES	On 30th inst., at 6 A.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KOERBEE	Aus. str.	—		SANDER, WIELER & Co.	On 1st July, at 6 A.M.
SHANGHAI	PENANG MARU	Jap. str.	—	Noma	NIPPON YUSEN KAISHA	On 2nd July.
ANPING & TAKAO VIA SWATOW & AMOY	TJILIWONG	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
TAMSUI VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Tashira	OSAKA SHOSEN KAISHA	On 25th inst., at 10 A.M.
AMOY, WEIHAIWEI & TIENTSIN	DAIGI MARU	Jap. str.	—	S. Tokushigo	OSAKA SHOSEN KAISHA	On 22nd inst., at Noon.
SWATOW, AMOY & FOOCHOW	HUICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	To-day, at Noon.
SWATOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS, LAPRAIK & Co.	To-morrow, at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS, LAPRAIK & Co.	On 22nd inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS, LAPRAIK & Co.	On 24th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS, LAPRAIK & Co.	On 27th inst., at 11 A.M.
MANILA	LOONGSANG	Brit. str.	—	Lessk	JARDINE, MATHESON & Co., LD.	On 21st inst., at 2 P.M.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
MANILA, MANGARIN, ILOILO & CEBU	ZAPIRO	Am. str.	—	F. S. McMurray	SHEWAN, TOMES & Co.	On 26th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., LD.	On 28th inst., at 2 P.M.
BATAVIA, CHERIBON, SAMARANG, &C.	TJIPANAS	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
BOMBAY VIA SINGAPORE & COLOMBO	KAMAKURA MARU	Jap. str.	—	T. Hori	NIPPON YUSEN KAISHA	On 23rd inst.
BOMBAY via S'PORE, PORT S'HAM, PENANG & COLOMBO	SAIGON MARU	Jap. str.	—	T. Yamaguchi	OSAKA SHOSEN KAISHA	On 26th inst., P.M.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD	To-morrow, at 2 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., LD.	On 21st inst., at 2 P.M.
SINGAPORE, PENANG, & CALCUTTA	GREGORY APCAR	Brit. str.	—	J. E. Drake	DAVID SASSOON Co., LTD.	On 26th inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	CEYLON MARU	Jap. str.	—	Noguchi	NIPPON YUSEN KAISHA	On 28th inst.
SINGAPORE, PENANG & RANGOON	ITOLA	Brit. str.	—	W. W. Tucker	JARDINE, MATHESON & Co., LD.	On 9th July, at D'light.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Sembill	MELCHERS & Co.	End of June.
HOIHOW & HAIPHONG	KAIFONG	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	To-day, at 9 A.M.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		From L'POOL		From VANCOUVER						
STEAMERS	Hongkong	S'hai Woosung	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Liverpool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai Woosung	Hongkong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
MONTEAGLE	21 June.	24 June.	Moji 25 June.	28 June.	1 July.	15 July.	24 July.	31 July.	23 May.	30 May.	EMPRESS OF JAPAN	4 June.	18 June.	19 June.	21 June.	23 June.	26 June.
EMPRESS OF JAPAN	2 July.	5 July.	7 July.	9 July.	11 July.	23 July.	31 July.	7 Aug.	6 June.	13 June.	EMPRESS OF RUSSIA	18 June.	29 June.	30 June.	2 July.	4 July.	7 July.
EMPRESS OF RUSSIA	16 July.	18 July.	20 July.	22 July.	24 July.	2 Aug.	7 Aug.	14 Aug.	20 June.	27 June.	EMPRESS OF INDIA	2 July.	16 July.	17 July.	19 July.	21 July.	24 July.
EMPRESS OF INDIA	30 July.	2 Aug.	4 Aug.	6 Aug.	8 Aug.	20 Aug.	28 Aug.	4 Sept.	—	—	MONTEAGLE	23 July.	6 Aug.	11 Aug.	Moji 13 Aug.	16 Aug.	19 Aug.
EMPRESS OF ASIA	13 Aug.	15 Aug.	17 Aug.	19 Aug.	21 Aug.	30 Aug.	4 Sept.	11 Sept.	18 July.	25 July.	EMPRESS OF JAPAN	30 July.	13 Aug.	14 Aug.	16 Aug.	18 Aug.	21 Aug.
EMPRESS OF JAPAN	27 Aug.	30 Aug.	1 Sept.	3 Sept.	5 Sept.	17 Sept.	25 Sept.	2 Oct.	1 Aug.	8 Aug.	EMPRESS OF RUSSIA	13 Aug.	24 Aug.	25 Aug.	27 Aug.	29 Aug.	1 Sept.

PASSAGE RATES—HONGKONG TO LONDON.

—:o:—

		VIA QUEBEC.	VIA NEW YORK.
EMPRESS OF RUSSIA, EMPRESS OF ASIA	Inclusive of Meals and Sleeper across Canada.	£71.10	£71.10
EMPRESS OF INDIA, EMPRESS OF JAPAN	do. do.	£65 —	£67 —
MONTEAGLE	Meals and Sleeper across Canada. £6 additional.	£43 —	£45 —

SPECIAL FIRST CLASS RATES granted to Army and Navy Officers, Civil Servants, Missionaries, etc. Particulars on application.
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.
Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine steamers, the Finest, Fastest and most Luxurious on the Pacific.
SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers. "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND."
THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.
Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—
D. W. CRADDOCK,
743] GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL	
KOBE & MOJI	"LAISANG"	Friday,	20th June, D'light.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Friday,	20th June, 2 P.M.
MANILA	"LOONGSANG"	Saturday,	21st June, 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday,	21st June, 2 P.M.
† SHANGHAI	"KWONGSANG"	Wed'day,	25th June, Noon.
TIENTSIN	"CHEONGSHING"	Sunday,	22nd June, D'light.
MANILA	"YUENSANG"	Saturday,	28th June, 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "LAISANG" and "KUMSANG," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Y'taze, Chefoo, T'tsin, Dalny, W'wei, T'tau&N'chwang.
Telephone No. 215, Sub, Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 19th June, 1913. GENERAL MANAGERS. [14

BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

WESTWARD.

The S.S. "ITOLA," 5,257 tons gross, Capt. W. W. Tucker, will be despatched for SINGAPORE, PENANG and RANGOON on the 9th July, at Daylight, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
Telephone No. 215. AGENTS.
Hongkong, 16th June, 1913. [50

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"FLINTSHIRE"	About 15th July.
LONDON, HULL/LEITH & ROTTERDAM	"MONMOUTHSHIRE"	About 3rd Aug.

NEW TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER & SEATTLE	"HARPAGUS"	About 19th June.
VANCOUVER, SEATTLE, TACOMA & PORTLAND	"VESTALIA"	About 30th June.
VANCOUVER, SEATTLE, TACOMA & PORTLAND	"DEN OF RUTHVEN"	About 27th July.

Cargo accepted on through Bills of Lading to all the principal destinations in Europe, and North and South America.
For Further Particulars, apply to
JARDINE, MATHESON & Co., LTD.,
Hongkong, 10th June, 1913. AGENTS. 49

SHIPPING

ARRIVALS.

BENGAWERS, British str., 2,520, H. W. Bee, 18th June—London 4th May, General.—Gibb, Livingston & Co.
DAIJIN MARU, Japanese str., 899, N. Nagano, 18th June—Swatow 17th June, General.—Osaka Shosen Kaisha.
DAKOTAH, British str., 2,543, Albrother, 18th June—San Francisco, Case Oil.—Standard Oil Co.
DEIKE RICKMERS, German str., 4,176, Streiker, 15th June—Hamburg 26th April, General.—Order.
DEVANHA, British str., 5,038, W. E. Hickey, 18th June.—Bombay and Singapore 14th June, Mails and General.—P. & O. S. N. Co.
HAIYANG, British str., 1,363, A. E. Hodgins, 18th June—Swatow 17th June, General.—Douglas, Lapraik & Co.
HUICHOW, British str., 18th June—Canton.
LUCHOW, British str., 18th June—Canton.
SIKIANG, French str., 615, J. Thomas, 17th June—Haiphong 15th June, General.—Messageries Maritimes.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

June 18th.

ATSUTA MARU, Japanese str., for Y'hama.
DEIKE RICKMERS, German str., for Dalny.
EKATERINOSLAV, Russian str., for S'pore.
HANGSANG, British str., for Shanghai.
INDRASAMHA, British str., for Kobe.
KAIFONG, British str., for Hoihow.
OPLAND, Norwegian str., for Bangkok.
PHEUMPENH, British str., for Saigon.

DEPARTURES.

June 18th.

AKI MARU, Japanese str., for London.
CARL DIEDERICHSEN, Ger. str., for Hoihow.
GOLDENFELS, German str., for Yokohama.
GLENOGLE, British str., for Singapore.
HAIMUN, British str., for Swatow.
HILLGLADE, British str., for Yokohama.
KAIJO MARU, Japanese str., for Foochow.
LINCARIN, British str., for Miike.
SABINE RICKMERS, Dutch str., for P'bang.
SELUN, Norwegian str., for Bangkok.
TRIUMPH, German str., for Quinhon.

SHIPPING REPORT.

The British str. *Haiyang* reports: Light to moderate S.W. wind fine and clear.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Persia*, carrying the United States mails, left Yokohama on the 12th June, between 2 and 4 p.m., for Hongkong via Manila, and will arrive in Hongkong on the 23rd June.

The P.M. str. *Korea*, carrying the United States mail, left Yokohama on the 16th June, between 2 and 4 p.m., for Hongkong via Shanghai, and will arrive in Hongkong on the 25th June.

The T.K.K. str. *Shinyo Maru* left San Francisco for Hongkong on the 7th June, and is due in Hongkong on the 8th July.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* left Sydney on the 7th June, and may be expected to arrive here on the 27th June.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Yokohama on the 18th June, at 3 p.m., and is due to arrive at Kobe on the 19th June, at 3 p.m.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Eitel Friedrich*, carrying the German mails with dates from Berlin of the 28th May, left Colombo on the 14th June, and may be expected here on or about the 25th June.

MERCHANT STEAMERS.

The H.A.L. str. *Sithonia* left Moji on the 16th June, a.m., and may be expected here on or about the 21st June, a.m.

The Russian str. *Dania* left Vladivostock via Foochow for this port, and is due to arrive here on or about the 25th June.

The T.K.K. str. *Kiyo Maru* arrived at Honolulu from Manzanillo on the 11th June, and is due in Hongkong on the 20th July.

The str. *Glenroy* passed the Suez Canal on the 6th June, for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Hopsang, from Singopore, is due in Hongkong 21st June.
Cheongshing, from Weihaiwei, is due in Hongkong 20th June.
Kwongsang, from Shanghai, is due in Hongkong 20th June.

SHIRE LINE, LIMITED.

Vestalia, from London, is due in Hongkong 30th June.
Flintshire, from Portland, is due in Hongkong 13th July.
Monmouthshire, from Singapore, is due in Hongkong 20th June.

INDRA LINE, LIMITED.

Indraghiri, from New York, is due in Hongkong 20th June.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA," 5,206 tons, Captain Sullivan, will be despatched for MIIKE, KOBE and MOJI on 30th June.
S.S. "ARRATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 4th July.

WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 26th June.
S.S. "DILWARA," 5,378 tons, Captain Ramage, R.N.R., will be despatched as above on 30th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 14th June, 1913. 160

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws. MANCHURIA 27,000 tons, twin screws. KOREA 18,000 tons, twin screws. SIBERIA 18,000 tons, twin screws. ALSO NILE ...11,000 tons. CHINA ...10,200 tons. PERSIA... 9,000 tons.	COMFORT. SAFETY. SPEED.	FROM HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting		
• PERSIA	9,000	...	"	TUESDAY, 1st July, at Noon.
KOREA	18,000	...	"	FRIDAY, 4th July, at 1 P.M.
SIBERIA	18,000	...	"	SATURDAY, 19th July, at 1 P.M.
• CHINA	10,200	...	"	TUESDAY, 29th July, at 3 P.M.
MANCHURIA	27,000	...	"	TUESDAY, 5th Aug., at 1 P.M.
• NIEL	11,000	...	"	TUESDAY, 19th Aug., at 3 P.M.
MONGOLIA	27,000	...	"	TUESDAY, 26th Aug., at 1 P.M.
• PERSIA	9,000	...	"	TUESDAY, 16th Sept., at 3 P.M.

• INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA Free of Charge.

HONGKONG—MANILA SERVICE.

FROM HONGKONG. Leave Hongkong.		Arrive Manila.	FROM MANILA. Leave Manila.		Due Hongkong.
1st July ...	PERSIA ...	3rd July.	21st June ...	PERSIA ...	23rd June.
4th July ...	KOREA ...	6th July.	19th July ...	CHINA ...	21st July.
29th July ...	CHINA ...	31st July.	27th July ...	MANCHURIA	29th July.
19th Aug. ...	NILE ...	21rt Aug.	9th Aug. ...	NILE ...	11th Aug.
16th Sept. ...	PERSIA ...	18th Sept.	17th Aug. ...	MONGOLIA	19th Aug.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.

O. H. RITTER, Acting Agent.

Panama-Pacific International Exposition—San Francisco—1915 30

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA	ERNEST SIMONS ..... Capt. Prunot	On 30th June, at 6 A.M.
MARSEILLES VIA PORTS	ARMAND BEHIC ..... Capt. Rosati	On 1st July, at 1 P.M.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

2

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM HONGKONG TO VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 23rd June. FROM COLOMBO: Connecting with "KATANGA" 10th July.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" On 21st June.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS. 133

HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
THURSDAY, 19TH JUNE, 1913.	
8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."
FRIDAY, 20TH JUNE, 1913.	
8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."

A Telephone service has been recently installed on the Canton Company's steamers, Day steamers Call No. 776 Night steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 22ND JUNE, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons,

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct steamers "LINTAN" and "SANUL" These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. 151

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CEYLON"	9,000	On 23rd June.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

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SAN FRANCISCO SCENIC ROUTE

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC:

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU... ... ... 22,000 tons.
S.S. CHIYO MARU... ... ... 22,000 tons.
S.S. SHINYO MARU ... ... 22,000 tons

AND

S.S. NIPPON MARU ... ... 11,000 tons. (INTERMEDIATE.)
S.S. HONGKONG MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 625.

O. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG. 157

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)—

MONTHLY FAST SERVICE TO TRIESTE (VENICE),
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "KOERBER," 9,900 tons, will leave as above on 15th July, at 4 P.M.
Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor, Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.

S.S. "GISELA," will leave as above about 1st July. (For Cargo only).
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £8.15, II £6.1.0.
BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Loon, Calais or Boulogne, Class I £8.15, II £6.1.9.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover. Class I £9.11, II £6.9.9.
BY TAUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.6.

TO SHANGHAI.

S.S. "KOERBER," 9,900 tons, will leave as above on 1st July, at 6 A.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 28th June.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents,
Princes' Building. 152

Hongkong, 16th June, 1913.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SUNDAY	SATURDAY
ARCADIA	June 21	MARMORA	July 20	July 26
DEVANHA	July 5	MEDINA	Aug. 3	Aug. 9
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23
ASSAYE	August 2	MALOJA	Aug. 31	Sept. 6
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 20
			SATURDAY	FRIDAY
ARCADIA	August 30	MACEDONIA ...	Sept. 27	Oct. 3
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOOLTAN	Oct. 25	Oct. 31
CHINA	October 11	MOREA	Nov. 8	Nov. 14
DELTA	October 25	MARMORA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1ST SALOON £71.10 SINGLE. £105.14 RETURN.
2ND " £48.8 " £ 72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS.

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
NUBIA	June 25	July 31	Aug. 10
SUNDA	July 9	Aug. 15	Aug. 24
SARDINIA	July 23	August 29	Sept. 7
SIMLA	August 6	Sept. 12	Sept. 21
NAMUR	August 20	Sept. 25	Oct. 5
NANKIN	September 3	October 9	Oct. 18
NYANZA	September 17	October 24	Nov. 2
NORE	October 1	Nov. 5	Nov. 16
NILE	October 15	Nov. 19	Nov. 29
SYRIA	October 29	Dec. 2	Dec. 11
SUMATRA	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1STDSALOON £55.0 SINGLE. £82.10 RETURN.
2NS " £38.10 " £57.4 "

All Passenger teamers are fitted with the Marconi System of Wireless Telegraphy

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACMENET	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID ...	MISHIMA MARU Capt. F. L Sommer,	16,000	WED'DAY, 2nd July, at Daylight.
	KAGA MARU Capt. Tabusa,	12,500	WED'DAY, 16th July, at D'light.
VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHANA	§ SADO MARU Capt. A. Sakawa,	12,500	TUESDAY, 1st July, at 4 P.M.
	§ YOKOHAMA MARU Capt. Wada,	12,500	TUESDAY, 15th July, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winckler,	9,300	WED'DAY, 2nd July, at Noon.
	INABA MARU Capt. S. Tominaga,	12,500	WED'DAY, 30th July, at Noon.
CALCUTTA VIA SINGAPORE PENANG & RANGOON ...	‡ CEYLON MARU Capt. Noguchi,	12,000	SATURDAY, 28th June.
BOMBAY VIA SINGAPORE, and COLOMBO	‡ KAMAKURA MARU Capt. T. Hori,	12,500	MONDAY, 23rd June.
KOBE and YOKOHAMA	TOSA MARU Capt. Sato,	12,000	MONDAY, 23rd June.
KOBE and YOKOHAMA	INABA MARU Capt. Tominaga,	12,500	WED'DAY, 2nd July, at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA			
SHANGHAI, MOJI, KOBE and YOKOHAMA	‡ PENANG MARU Capt. Noma,	12,500	WED'DAY, 2nd July.

§ Fitted with New System of Wireless Telegraphy. ‡ Cargo only

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

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PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. W. R. Hickey	Noon, 19th June.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ARCADIA Capt. S. Barcham	Noon, 21st June.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	NUBIA Capt. F. J. Fox	About 25th June.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SIMLA Capt. G. Philipps	About 27th June.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

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E. A. HEWETT, Superintendent.

Hongkong, 18th June, 1913. 1

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HOIHOW & HAIPHONG	"KAIFONG"	On 19th June, 9 A.M.
AMOY, WEIHAIWEI & TIENTSIN	"HUICHOW"	On 19th June, Noon.
SHANGHAI	"LUCHOW"	On 19th June, 4 P.M.
SHANGHAI	"LINAN"	On 21st June, M'night.
MANILA, CEBU and ILOILO	"TEAN"	On 24th June, 4 P.M.
WEIHAIWEI & TIENTSIN	"KUEICHOW"	On 25th June, Noon.
SHANGHAI	"ANHUI"	On 26th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

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These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

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Hongkong, 18th June, 1913. TELEPHONE 36. 17

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IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

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NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. C. FERD LAEISZ 19th June.
S.S. PREUSSEN ... ... 30th June.
S.S. SILESIA ... .. 20th July.
S.S. BELGRAVIA ... 30th July.

HOMEWARD.

FOR HAVRE, BREMEN & HAMBURG:
S.S. SEGOVIA ... ... 19th June.
FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (OR).
S.S. C. FERD LAEISZ 20th June.
FOR MARSEILLES, HAVRE, HAMBURG:
S.S. SITHONIA ... 28th June.
FOR MARSEILLES, HAVRE & HAMBURG:
S.S. FUERST BUELOW 30th June.
FOR HAVRE, ROTTERDAM, HAMBURG & ANTWERP:
S.S. BRASILIA ... ... 2nd July.
FOR DUNKIRK & HAMBURG:
S.S. BIRKENFELS ... 7th July.

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Hongkong, 14th June, 1913. 19

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FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgin	FRIDAY, 20th June, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 24th June, at 11 A.M.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 27th June, at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	SUNDAY, WED'DAY,	22nd June, at 10 A.M. 25th June, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 19th June, 1913. 6

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS		On 21st June, Noon.
EASTERN	On 27th June.	On 19th July, Noon.
EMPIRE	On 25th July.	On 16th Aug., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

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Operating the THREE TRIPLE-SCREW TURBINE Steamers

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Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
TENYO MARU	E. Bent	SATURDAY, 21st June, NOON.
SHINYO MARU	W. C. T. Filmer	SATURDAY, 12th July, at Noon.
CHIYO MARU	W. W. Greene	THURSDAY, 7th Aug., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKHAICHI, YOKOHAMA AND HONOLULU on SATURDAY, the 21st June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

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Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,200	TUESDAY, 5th Aug, at Noon.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WED'DAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

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For Full Particulars as to Passage and Freight, apply to

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	On 26th June, 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 9th June, 1913. PHILIPPINES S.S. Co. 10

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

	Steamer	Captain	Leaving
†	"PANAMA MARU"	J. Kanao	WED'DAY, 25th June, at 1 P.M.
‡	"SEATTLE MARU"	T. Saito	THURSDAY, 10th July, at 1 P.M.
†	"MEXICO MARU"	N. Kobayashi	WED'DAY 23rd July, at 1 P.M.
‡	"CHICAGO MARU"	Goto	THURSDAY, 7th Aug. at 1 P.M.
†	"CANADA MARU"	K. Hori	WED'DAY, 20th Aug., at 1 P.M.
‡	"TACOMA MARU"	T. Hamada	THURSDAY, 4th Sept., at 1 P.M.

† Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.
‡ Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

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FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	THURSDAY, 26th June, P.M.
"INDO MARU"	M. Nomoto	WED'DAY 30th July, P.M.
"LUZON MARU"	H. Yamamoto	TUESDAY, 26th Aug., 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

"LUZON MARU"	H. Yamamoto	FRIDAY,	18th July, P.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY,	22nd Aug., P.M.
"INDO MARU"	M. Nomoto	SATURDAY,	20th Sept., P.M.

CHINA & FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	M. Nagano	SUNDAY, 22nd June, at Noon.
"DAIGI MARU"	S. Tokushige	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashiro	WED'DAY, 25th June, at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashiro	FRIDAY, 20th June.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z KAMIYA, MANAGER
Second Floor, No. 1, Queen's Building.

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NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"SCHARNHORST," Capt. F. REHM,	16,000	Wed'day, 25th June, at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"PRINZ E. FRIEDRICH" Capt. C. MUNDT,	1,6000	About Wed'day, 25th June.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOUNE	"COBLENZ," Capt. L. RUGKIST,	6,750	Saturday, 12th July, at 9 A.M.
KOBE and YOKOHAMA	"COBLENZ." Capt. L. RUGKIST,	6,750	About Tuesday, 24th June.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBILL,	5,000	End of June.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

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Hongkong, 16th June, 1913 4

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For Freight, Passage and further particulars, apply to

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Hongkong, 14th June, 1913. 55

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